## The Press.

WEDNESDAY, JULY 26, 1865. We can take no notice of anonymous commu is. We do not return rejected manus 163 Voluntary correspondence is solicited from all marts of the world, and especially from our different of the world, and especially from our different officers and naval departments. When used, it will

GAS-ITS COST, PRICE, AND QUALITY. A reduction in the price of coke is advertised by the Gas Trust. We accept the announcement as an omen of the coming reduction in the price of gas. There is no good reason—there is no reason at allwhy the price of gas should be \$3 per 1000 cubic feet in Philadelphia, and that without any check as to its quality-by which we mean its lighting power and its purity-when it costs so much less, and ought to be supplied so much cheaper. A little bird has whispered to us that the managers or trusees of the Western Penitentiary, at Pittsburg, who make the gas for that institution, out of the bituminous coal of which Penusylvania has an almost exhaustless natural supply, do it at a cost of about seventy-five cents the 1000 cubic feet. It would be easy enough, at that rate, to supply gas in Philadelphia at double that rate, or \$1.50 per 1000 cubic feet, instead of \$3, which we pay now. The difference would surely cover the cost of bringing the coal into this

city, and that ought not to be very con-In the city of London, where cheap ga must be an object to 3,000,000 of inhabitants, they are not above making strong efforts to obtain it. On the 3d of July, a public meeting, convened on a requisition signed by upwards of 1,000 merchants and tradesmen, to the Lord Mayor of London. was held in the Guildhall, to urge the reduction of the existing price of gas from 108 cents to 66 cents per 1,000 cubic feet, and to repeal the Act of Parliament, passed in 1860, by which so much as 109 cents was

allowed to be charged. In London there are three complaints of the gas: its high price, which touches the pocket; its impurity, which affects the health, and its deficiency in illuminating power, which affects the vision and also the purse. In Manchester, where the Municipal Corporation own the gas works, the manufacture of the gas costs them 64 cents per 1,000 cubic feet, and a profit was made, last year, of \$295,000, of which \$140,000 was appropriated to public improvements. It was argued, at the great Guildhall meeting, that gas ought to be as low-priced in London as in Manchester, and that, even then, the Corporation would make as much profit by the manufacture as would enable them to light the whole of the public streets for nothing. At the present price of 96 cents per 1,000 cubic have not only divided 10 per cent., but had

received back dividends, making in some cases 19 per cent. per annum. In the country gas is cheaper. At Whitehaven, which stands in a coal country, excellent gas is supplied for 34 cents per 1,000 cubic feet. The cost of manufacture is the same everywhere, for the process of turning coal into gas is as simple a process as turning flour into bread, or malt into beer. There might be a difference of wages in London or the great towns, but it would not amount to half a cent per 1,000 cubic feet in one with another. In fourteen principal towns of England, (including | catch a glimpse of quiet farms, and harvesters Liverpool, Birmingham, Newcastle, and Manchester,) the price varies from 48 cents

to 96 cents per 1,000 cubic feet. Complaint was made, also, at the Guildhall meeting, of the injury done to the lungs and to furniture by the use of impure gas. But there is a check, under the English law, on the impurity of the gas, while there is no check whatever here. The National Quarterly Review, for March, 1865, in a most suggestive as well as exhaustive article on gas monopolies, has some information upon the subject which we believe our readers ought to obtain. It quotes from a correspondent, who has resided a long time in London, as follows: "In London five cubic feet of gas, estimated at an hour's fair consumption, is expected to produce a flame equal to the light from twelve sperm candles, each burning 120 grains per hour. In Scotland, where more cannel coal is

produce a flame equal to the light from twelve sperm candles, each burning 120 grains per hour. In Scotland, where more cannel coal is used than in London, the flame from five cubic feet of gas must be equal to eighteen sperm candles. In England and in Scotland, the taw is that the gas supplied shall not be below that illuminating power, and any consumer who thinks the gas of inferior quality can call in a sworn examiner to test it. If it be below the legal standard the consumer may summon an appointed officer of the gas company before the magistrate of his district, prove his case by the examiner's report, and the magistrate can fine \$100 for each offence—the delinquent company also defraying the examiners charges. Otherwise, you see, continues our intelligent correspondent, the consumer might be supplied with gas that is impure and therefore injurious to health, or with gas that is had in quality and therefore involving the necessity of consuming a larger quantity to produce a certain light. That is, all might happen which really does happen in New York, and which is not altogether unknown in Philadelphia, Roston, or Baltimore."

Nominally, the Philadelphia charge for gas, three dollars for 1,000 cubic feet, appears to be not quite three times as much as charged in London, at \$1.08. But when it is considered that the London gas has, for it must have, a certain amount of illuminating power, while the Philadelphia gas need not have, and does not have anything at all equal to that quantity of lighting power, it is undeniable that our price is at least four times more than what is complained of by the merchants and tradesmen of London as so excessive that they are resolved to reduce the price to seventy-five cents per 1,000 cubic feet. Of almost every other they told us, but no damage done. As we go quality, but here in Philadelphia, as must take what the gas-trust chooses to give, be it bad or good, healthy or unwholesome, and pay for it what they please. What is more, we must take their word for it that the meters are correct.

Firmly believing that the present price of gas in this city is double what it fairly might be, still leaving a profit; that in many cases more is charged for than is consumed, and that the quality is indifferent, we have arrived at the conclusion that gas-making by the city ought to be discontinued. If there were six or eight private gas-making companies, their competition would reduce the price, secure honest measurement, and improve the purity and light-producing quality of the gas.

COUNT DE CHAMBORD, the legitimate Bourbon heir to the throne of France, is devoting his leisure moments in Venice to the study of the questions involved in the relations between capital and labor; and it is a significant sign of the times that this scion of the most aristocratic of dynasties should have arrived at the sensible conclusion that it is wise and judicious for laborers to effect combinations to secure a fair price for their toil. He advocates such associations at length, as beneficial to the whole community. Whether these are sincere convictions, or merely views assumed to gain popularity among the working classes of France, we will not venture to decide; but, in either case, the spectacle is novel and instructive to behold the claimant to a throne

to clear the record of the State and the Union from the stain of slavery, and to guard against future dangers.

Money must be very scarce in Augusta. Ga. judging from the annexed paragraphs, which have been placed at the head of the Augusta Daily Constitutionalist for some time past: Daily Constitutionant for some sine past:
Notice.—To accommodate our patrons we will receive in payment of subscriptions wheat, flour, meal, bacon, lard, or butter, at their market value. They can be sent to us by express or railroad. express or railroad.

Froduce.—Those sending us produce in payment for subscriptions will please mark their names on the packages, so as to prevent

na italia katamatan d

A TRIP THROUGH EASTERN PENN. SYLVANIA. -BASTON - ROLLING MICLS - BERAK IN THE BAILBOAD RELVIDERS WATER GAP POCONO MOUNTAIN-WILD REGION-SCENERYcorrespondence of The Press. 1-

WILKESBARRE, July 21, 1866.
Having managed to steal a week from the dust and bustle of the city for the purpose of making a trip through the eastern part of the State, 1 send you that which I thought might e interesting to the renders of The Press. STARTING OUT. Starting out on Tuesday, the 17th, I took the

5.15 train on the North Pennsylvania Railroad. Old York road, Abington, Edgehill, and Fort Washington, with their highly improved neighborhoods, were quickly passed, and we shortly neared Pennlyn where, as a pla-card in the depot had informed us, "all pas-sengers would have to transfer around the sengers would have to transfer around the break to Gwynedd," in consequence of the heavy rain and freshet of the Sunday night preceding. Three serious breaches had been preceding. Three serious breaches had been are run with steam cut off, the engine a down in the morning had walked the distance -about one-and-a-half miles-in mud and water. But, luckily for us, two of these breaks had been made passable for our train, and we ran up to the Wissahickon, on the other side of which a train waited to carry us on, while foot bridge had been erected on the still tur bid and swollen stream. BUCKS COUNTY.

Thankful for these conveniences, we were quickly across into the waiting train, and

soon speeding up the road Landsdale, Doylestown Junction, and a highly thriv-ing town, were reached in a few mi. nutes. Here, as all along the route, there were evidences of the heavy rain, but no serious damage. The road now enters Bucks county, and the appearance of the farms and the people indicates Deutschland to the swiftly-passing observer. The country is not so much improved, and is less fertile than below. Here, too, we see the fair sex en-gaged in field work, and making what is callgaged in head work, and making what is called a "full hand." Passing Quakertown and Sellersville, we speed on over a better country, and soon run along in sight of the "mountain," so called, that comes down on the north of the Saucon Valley. The traveller on the left side of the car will enjoy the sight of Centre Valley below him, and Coopersburg; and farther on, of of the rich Saucon Valley and the mountain. A rather extensive and beautiful view is got from the right of the car, just before entering the tunnel, which, however, is below Quaker town. South Mountain soon appears on our right; and, passing along for a mile or two, in sight of the Lehigh, we find ourselves at South Bethlehem, or, as they euphonically name it here, Bethlehem South. The old town lies across the Lehigh. This should be the first stopping place of the tourist. The town is rich in historical recollections, and many a

pleasant hour may be spent within its quiet BETHLEHEM. Bethlehem was settled early, by the Mo ravians, and many relies of the old faith and its observances yet remain, though their most occuliar tenets have yielded to the times, and the pressure of outside immigration. A very large and celebrated female seminary is sup ported by the denomination, yet is largely patronized by the general public. The ancient grave-yard is a very inviting spot. It is well naded and laid out, and perfect equality in death is secured, by covering every grave with marble slab, laid horizontally, all of a size, and perfectly plain. The long rows of flat stones have a quaint and curious appearance The visitor, too, will not fail to notice the old feet, in London, the existing gas companies | houses in the town, with their substantial and omfortable air. Old customs are disappear ing, however, but the town, and the good cha racter of its inhabitants, speak well for its an Bethlehem has a population of five thousand, and is forty-five miles from Philadelphia. A large iron business is done at the furnaces and mills, on the right bank of the Lehigh. The

speech of daily life is as often a sort of Dutch as English; in fact, more often so. The traveler can well spend a few hours in Bethlehem. Lehigh Valley. Taking the train on the Lehigh Valley Road, I was soon started on my way to Easton. The road follows the river bank and the scenery is and the canal one can oft at work in the fields, the crops not having all as yet been gathered in. Frequently the

banks of the river are high and almost perpendicular, and a road has been hewn out of the solid rock. Arriving at Easton, twelve miles from Bethlehem, I stopped a few hours in order to walk through the town and enjoy the views from the hills that enclose it. The borough, now, claims six thousand inhabitants, and is reguarly and closely built, with quite a business like look. It has covered the level at the junction of the rivers Lehigh and Delaware and nust soon occupy the hill tops. In fact a part of the town lies over the hill and out of sight. The Courthouse and offices of Northampton county were, a few years since, in a public quare in the heart of the town, but have now been removed to a fine and large builing, almost alone on the hill next the Lehigh. This

Bushkill Creek, running into the Delaware. tilleries. Thousands of barrels of whisky are produced yearly on its banks. Between the Delaware and the Bushkill is College Hill, about two hundred and fifty feet high, the site of Lafayette College. I tired myself by walking up the plank stairway, from the creck to the college, but was repaid by the view of the town at my feet. The college occupies a large four-story building, of a very substantial character, and another smaller building. The institution now contains about eighty students. Having listened for a few minutes to some students declaiming in the chapel, I took my way again to the depot.

Having looked at the extensive mills and factories in South Easton-south of the Lehigh-I was ready to take the train again. easton has good facilities for communication Here centre the New Jersey Central, Belvidere, Delaware, and Lehigh Valley Railroads

and the Morris, Delaware, and Lehigh Canals. A new railroad is being built also on the left ank of the Lehigh, and another to connect Philadelphia with Washington, in New Jerse Easton will always be a stirring town, but has not those elements of growth that belong to the towns in the coal and iron regions. LEAVING EASTON.

In leaving Easton I took the train on the Belvidere Road from Phillipsburg, which lies across the Delaware from Easton, designing to stop at the Water Gap and Scranton, and re-

turn by either the Lehigh or Susquehanna Valleys, or partly by both. The recent flood in the vicinity of Philadelphia again caused us trouble, the up train being delayed one hour. There was heavy rain in this section, article of consumption we can test the up the valley of the Delaware, the scenery grows more mountainous and picturesque than we have had it hitherto, and the gap of regards gas, it is Hobson's choice-we the Delaware stands before us. A twelve-mile ride brings us to Belvidere, a place of little importance, except as the original terminus of e road. Three miles more, and we reach Manunka Chunk, and connect with the train going north on the Delaware, Lackawanna, and Western Railroad. The train was awaiting our arrival. Our cars were stopped on the river's edge, fully fifteen feet below the level of the waiting train, and we ascended a plank inclined plane to find seats for the Water Gap After a delay of fifteen minutes to transfer baggage, mail, &c., we again started on our

ourney, and having passed Delaware and Coumbia, dismount at the Water-Gap station, and are taken to the Kittanning House, high up on the side of the mountain, and about a half mile from the station. NATURE'S SCENERY. Of the scenery hereabouts no idea can be

given on paper. The tourist must enjoy it for himself. Suffice it to say that the distant views are magnificent, while the Gap is filled with grandeur to the reflecting mind. The real Gap—the narrowest point—is a mile below the station and hotel, but for about two miles the jutting ends of the mountains hem in the stream. Geologists affirm that the river, having been confined as a lake by the mounnaving been connect as a take by the mountain, in ages past, broke through the barrier and swept it down the valley at this point. Think of that, reader, and compare the tearing of a railroad bridge away, with the mighty destruction of a lake a thousand feet deep and a hundred miles long, piercing a mountain, and sending its vast tide toward the Atlantic! Our little freshets seem incomparably mea beside this.
From the hotel I walked down to the Gap, and meditated for half an hour, looking up its steep, rocky, and inaccessible sides, and trying to imagine the mighty convulsion that onned here centuries before men were born. The strata on the east seem advanced northward somewhat, and on both sides their layers and plications are quite visible, correspon ing to each other in order and in folds. With-

drawn from the beautiful and distant views afforded, to admire the skill that built a road directly over the top of the Pocono Mountain, two thousand feet above tide-water. It well repays the ride, just to see what engineers can lo, and to learn, too, what kind of country this is among the mountains. The road is of broad guage, and runs locomotives of the eaviest kind. Indeed they must, to overcome the grades. MONROE COUNTY.

Four miles from the Gap we pass Strouds-

burg, a place of but little importance, but the shire town of Monroe county. At Sprague-

ville, five miles further on, we ascend the Po-

cono, and for twenty-five miles are on a heavy

up-grade, at a speed of twenty miles, an hour. The grades are from sixty to eighty-three feet per mile, first up the mountain, then down on the other side.

For more than twenty miles from Sprague ville the view to the left becomes more and nore extensive and grand. We were travel ling on the mountain side, deep gerges and streams below us with their pines from one to three hundred feet down, and in the distance vast reach of country to the Water Gap, now n relief on the sky. Beyond Oakland the view is finest. We were

now about at the top of the Pocono. The Water Gap was on our left, and clouds and mist hung below us. Happening to fall in with a forme engineer on the road, he pointed out to me th fine views and gave me much general informa-tion about the road. We came, at length, to Tobyhanna, thirty miles from the Gap, and the very summit of the road. Here, I was inform-ed, we were 1,973 feet above tide-water, and had seven miles, through a wild region, producing a few scrub-pines, and many huckleberries The country here is mostly inhabited by rattle snakes, which often are seen lying on the very road-bed, as the train dashes past. In the ascent of the Pocono we made seventeen miles an hour, the train consisting of three cars. In the descent, steam being cut off, and

gravity alone acting, we made thirty-six miles—quite as fast, I should suppose, as would be safe. Tobyhanna, the summit, is quite noted for its trout-fishing. Up on the Pocono, miles from any other habitation, in a rugged pine forest, with no daily paper, nor any other excitement but the warning of the rattlesnake and the occasional whistle of an engine, is solitude in deed. But ten years will greatly change this region. And so we go to Scranton; of which

The prospects of internal communication are growing brighter in Virginia and contiguous Southern States. For nearly four months the people of the interior have been without mails without newspapers, without the means of travelling, and consequently, of course, the sport of the wildest rumors in regard to public affairs. Their condition has been proportionable because of the condition has been proportionable because in the consequence of the condition has been proportionable because in the consequence of the consequence of the condition has been proportionable because of the condition has been ately harassing and unhappy. Uncertainty and misinformation in regard to what was going on abroad, and confusion, perplexity, and annoyance in regard to servants at home, have rendered their condition as unplea sant as possible. But this state of thing is drawing to a close. The mails are about

can be made in fourteen hours. There is now but one break in this line, which is at the High Bridge, near Farmville, over the Appomattox, which is crossed in carriages on a military bridge constructed by the Confederate Government during the war.

There is also another railway connection between Richmond and Lynchburg, by way of Gordonsville and Charlottesville; but the interruption of the trains, owing to the slow progress of reconstruction, is over a considerable distance. No definite expectation seems to be entertained in regard to the probable time of the completion of this work. This line of travel between the two cities is preferred to any other, and the inconvenience of the delay to the public is sorely felt. The bulk of travel now goes, of course, over the line of the Danville and Southside roads. By this line the trip from Richmond to Chattanooga may be effected in about three days, with two whole nights' rest, respectively, at Lynchburg and Bristol.

There is at last a continuous railroad line between Richmond and Washington City, over which the trip is made is made in ten or twelve hours. It is the line by way of Gordonsville and Alexandria. There is but one missing bridge over the entire route, which is the one over the Rappahannock. This will be constructed with great despatch, and the time will be reduced to eight or nine hours. Another route of travel by railroad, stage, and stemboat is in operation by way of Fredericksburg, Aquia Creek, and the Potomac River. The time is twelve hours, and the trip yery agreeable. dericksburg, Aquia Creek, and the Potonac River. The time is twelve hours, and the trip very agreeable.

Both these direct routes experience a formidable competition from two lines of steamboats which ply between Richmond and Baltimore, by way of the James River and Chesapeake Bay. These afford as fine accommodations as were ever known before on the James, and attract an immense travel. They touch at Norfolk and Fortress Monroe, and the historical interest of the scenes along the river give them an immense travel. It is thus apparent that Virginia will soon be opened up to the light of the mails, the press, and of public travel. She will be greatly benefited by the resurrection. A sleep of four months, after a fierce war of four years, may have been very well for her condition. But it is time that it were terminated. The world has grown strange to her, and she is in poor condition to engage in the struggle of existence; but she could not have allorded a longer Rip Van Winkle sleep. Let her rouse herself, and enter upon her part bravely and manfully.—Richmond Republic.

in this city, has already been chronicled among our death notices. The Wilmington (Del.) Journal noticing her departure, says: "Mrs. Ross was a native of this city, and a daughter of the late John Stapler. She was much beloved for her many amiable qualities. and her death will cast a shade of sorrow over versy about the guilt or innocence of the late Mrs. Suratt, seems likely to come to an abrupt end. A cotemporary says: "Father Walter has been requested by the Archbishop of Bal-

peing made public." - The Emperor of the French has had print ed a report setting forth what he proposes to do for Algeria. Among the measures which his Majesty recommends is one of considerable importance to maritime commerce namely, that all customs duties shall be abolished in Algeria, and that no other taxes shall be imposed on commerce in the seaports of

-The degree of LL. D. has been conferred upon Hon. E. M. Stanton, and Hon. James W. Grimes, United States Senator from Iowa, by the Iowa College at Grinnell.

— The Chicago Journal of Friday says: "Hon. Charles A. Dana arrived in this city this morning, and assumes editorial control of the Daily Republican immediately. We cordially wel-Republican immediately. We cordially welcome him to a home among us, and to the editorial fraternity of Chicago."

THE FUTURE OF GEORGIA.—A private letter from a gentleman in Savannah says he is strongly of opinion that a few years will disclose a wonderful and profitable change in the condition, both temporal and spiritual, of that part of the country. Georgia's resources are but beginning to be developed; not the three-hundredth part of her soil has been tilled. She has the finest yellow-pine timber in the country. Her mineral wealth hardly touched. Iron and bituminous coal abound; copper, lead, and silver and gold are found. War has done much toward breaking up the supineness of a large portion of her people. Good farming can take from two to three crops off the and have been broken asses.

The Auditor of Kentucky reports to the Louisville Journal that, in 1864, the slaves in that State numbered 203,987, who were valued in the tax books at \$34,179,246, an average value of about \$170 each. Returns received for 1865 from seventy-ninc country ites report 125,860 slaves, valued at \$5,000 each. State numbered 205,860 slaves, valued at \$5,000 each. State numbered 205,860 slaves, valued at \$5,000 each. Returns the town of Scranton, by the Lackawanna the town of Scranton, by the Lackawanna road.

\*\*Scranton of the region south. Returning the hotely substituting that is, if he can secure a room, for the hotel was full, and new comers were lodging in the village when I was there. For myself, I could spare only a day, and having stopped overnight, left at noon next day for the town of Scranton, by the Lackawanna road.

\*\*Scranton of the region south. Returning to the village when I was there. For myself, I could spare only a day, and having stopped overnight, left at noon next day for the town of Scranton, by the Lackawanna road.

\*\*Scranton of the gaster at lower prices are acre, and large tracts at lower prices. In 1833 a pamphle road.

\*\*The Auditor of Kentucky reports to the hotel, leibure devenue over the man of electron and siture and sold are found. War has lead, and silver and gold are found. War has lead, and silver and gold are found. War has lead, and silver and gold are found. War has lead, and silver and gold are found. War has lead, and silver and gold are found. War has lead, and silver and gold are found. War has lead, and silver and gold are found. War has lead, and silver and gold are found. War has lead, and silver and gold are found. War has lead, and silver and gold are found. War has lead, and silver and gold are found. War has lead, and silver and gold are found. War has lead, and silver and gold are found. War has lead, and silver and gold are found. War has lead, and silver and gold are found. War has lead, and silver and gold are found. War has lead, and

CURIOUS PREDICTIONS.—In 1833 a pamphlet was published in Germany, purporting to be a series of prophesies made by Mademoiselle Lenormand, in whose predictions the first Napoleon placed great reliance. They were—1st, inat in 1853 a war would break out between England and France on the one part, and Russia; 2d, that when peace was restored, a war would follow between England and India; 3d, that a great migration would then take place from Germany to the United States; 4th, that, a civil war would rage four years in the United States, to be succeeded by an era of remarkable prosperity; 5th, that about the time of its close, a fearful sickness, commencing in Russia, would extend across the Baltic, desolate Germany, cause immense mortality in England, and thence simultaneously spread to the east and to the west. So far all has come true, and the unfulfilled seems hastening.

Railroad Communication with the South.

is Grawing to a close. The mails are about to be restored to the railroads. Appointments of postmasters are announced every day, and we shall soon have mail communication throughout the Commonwealth and with neighboring Southern States. The Virginia and Tennessee Railroad Company will begin to run their trains over their whole line, from Lynchburg to Bristol, without break or interruption, on Monday next. There will then be only a liatus of twelve miles between Bristol and Carter's Station, East Tennessee, in a long line of continuous railroad, reaching from Lynchburg to Chattanooga, and on to Memphis by one route, and to Columbus, Georgia, by another. Between Richmond and Lynchburg a line of canal packets run three times a week, which continues on above Lynchburg to Buchanan, on the James, and to Lexington, on the North River. The time between Richmond and Lynchburg is thirty-six hours by this line.

There is also railroad communication between the two cities by way of the Danville and Southside Railroads, by which the trip can be made in fourteen hours. There is now but one break in this line, which is at the High Bridge, near Farmville, over the Appomattox, which is crossed in carriages on a military

The line of travel from Richmond to Dantravel from Petersburg, through Weldon to Wilmington and onward is not yet open, nor are we advised when it will be. It is probable that the interruption will now be of short duration. The chief obstacle is Roanoke River, the bridge over which is not yet rebuilt. puilt.

There is at last a continuous railroad line

Personal.

The death of Mrs. Mary B. Ross, the wife of John Ross, chief of the Cherokee Nation, - The Walter-Hardie-Weichmann controimore to cease all controversy relative to Mrs. Suratt's innocence. This ends the matter and prevents a prepared reply to Gen. Hardie

Charleston.

[From the Charleston Courier, July 14.]
Charleston is beginning to rise from the ashes of the late struggle. The streets once more wear a smiling aspect. The sidewalks are crowded with passers-by intent on business and progress. The stores are numerous and well filled. The factor in his countingroom, the merchant in his place of trade, the professional man on his mission to the sick, or engaged in advising on the various intricate legal questions which events have created, the mechanic in his occupation of building or repairing; all, of every pursuit, have returned to this their home by the sea, and the faces once so familiar are now daily to be seen at their accustomed places of business. All have resumed their ordinary avocations of life.

The energy and hopefulness which prevails is worthy of all commendation. It shows an appreciation of events, and a determination to prove superior to the heavy misfortunes of the past. It exhibits a conviction of the necessity not only for individual welfare, but on account of the good of the community and State, to put the shoulder to the wheel, and not allow the care of fortune to be lost in the mire of despondency and gloom. It is useless to lament the trials and losses of the past. It is the part of manhood and of wisdom to take courage from misfortune, and derive increased energy from calamity.

It will require a struggle, but that struggle from misfortune, and derive increased energy from calamity.

It will require a struggle, but that struggle will well repay the effort. It will give hope and confidence. It will banish fear for the future. It will enable each to feel that the duties of life are superior to life itself, and to discharge them with industry and fidelity. It must eventually bring success and content to the individual, and prosperity to the Commonwealth.

PASSENGER RAILWAY TRIPS-NO. VIII.

THE UNION LINE. RICHMOND BRANCH THE CURIOSITY OF THE PEOPLE.

HAPPY CHILDREN. RESURRECTION ROW.

GRAND COMBINATION OF THE FOUR QUARTERS OF THE CITY. PROGRAMME OF TRAVEL

Once upon a time an artist painted on a sign board the representation of an animal, and in order that the spectator might justly appro ciate what it was intended for, the painter in troduced the words, "This is a horse." This perhaps, he thought necessary, so that they who might "look upon this picture" might not suppose they were "seeing the elephant." The directors, managers, or stockholders o the Union Passenger Railway line have such a nammoth institution, that they cortainly will have to submit a diagram, or something clee, in order that the great public may know where they are going, where to get into and when to get out of a car, to reach any delinities of the control of the delphia; viewed properly, it is a great accommodation to the populace. Theroute is, to use in expressive word, circumbendibus, It extend all over the city; up one street, down another through another, in a series of ramification of rectangles, acute angles, right angles, and liagonals. All points of the city may be reached, at the rate of only seven cents per passenger, by means of a check-ticket to be furnished by the conductor. In order that the eader may understand the modus operandi, we hall endeavor to explain. There are two branches to the road; one exending from the Navy Yard to Fairmount Park, the other from Richmond to the Balti-more Railroad Depot, at Broad street and Washington avenue—thus connecting the Washington avenue—thus connecting the northeast with the southwest, and the northwest with the southeast portions of the city. It the roads were straight, then the reader would

realize them to be in the shape of a gigantic X.

PROGRAMME OF TRAVEL.

A person who enters a car at the Navy Yard will, by remaining therein, be taken to Fairmount Park. Should this passenger desire to go to the Baltimore depot, he must get out at Ninth and Ellsworth street, and, in a moment or two, he will observe the car from Richmond coming up Ellsworth. This goes to the Baltimore depot. Upon entering this car he hands he conductor a check, which he received free rom the other conductor. If, however, it is desired to go to Richmond, the passenger will remain in the first car until reaching Spring Garden street, where he must get out, first having received a check from the conductor. The Richmond car will be along in a few moments—the passenger enters it—gives his check to the conductor, and progresses down Spring Garden street, and in due time will reach Richmond. If a person starts from Richmond for the Navy Yard, he must get out at Seventh street and Passyunk road n a few minutes a car from Fairmount will be along. He enters this, surrenders his check, and in a few minutes he reaches his desired place of destination. If he gets into the car at the Baltimore depot, and desires to go to Fair-mount Park, he must remain therein until reaching Ninth and Spring Garden streets. It desires to go from the depot to the Navy Yard, he will get out at Ninth and Christis streets, and walk to Seventh street, at which point the Navy Yard car passes every few minutes. If he gets in at Richmond, and desires to go to Fairmount Park, he must get out at Spring Garden street and Franklin, and wall The line of travel from Richmond to Dan-ville and onward is open, we believe, as far as Columbia, South Carolina. There may be oc-casional interruptions and delays, but they are not now of a serious nature. The line of travel from Petersburg, through Weldon to to Ninth street, where a car will pass that will Seventh, which is only about fifty varie distant. Here a car will pass up Seventh that will take him to his place of destination. If it is desired to go from Fairmount Park to the Baltimore depot, he must get out at Seyenth street and Passyunk road, and a car will pass directly down this road to the depot. We be-

> entering the car, to sneak plainly to the conductor, tell him what is desired; he will call out all the above-named points at the proper ime and place. THE RICHMOND BRANCH. The branch for Richmond begins at the corner of Ninth and Spring Garden streets. The car passes down this thoroughfare; and the t imposing edifice that attracts attention is the Harrison Building, known as the Handel and Haydn Music Hall, where concerts and leetures are given during the long-evening season. The car passes on, and after turning up Seventh street, the observant passenger will be attracted by a very beautiful and substantial church-building at the northwest corner.

> lieve these are all the explanations necessary.
>
> The best plan is for the passenger, when

FIRST DEVORMED DUTCH CHURCH. It has six immense columns, fluted in the Corinthian style, supporting an ornate pedi-ment. The building is enclosed in a splendid ron railing, embellished, and painted fawn color, to match the fine mastic that ename the building. A strip of grass within the railing gives a freshness to the base-line entirely greeable to the sight. second dutch repormed church.

This beautiful edifice is located on Seventh, pelow Parrish street. It has six large fluter

plain. The church building is neat and clean in appearance. It recesses but a few feet from the street line, the front being enclosed with a pretty iron railing. The car keeps on, passing by quite a number of handsome mansions until reaching Oxford street, when an easter! course is taken. At this turning point the city is more open. A fine northwest view car had, on this part of the route, of the immense steeple on the Catholic Church of St. Peter, at Fifth and Girard avenue. This is one of the few churches in Philadelphia that has a real clock in the steeple. Proceeding onward. the mammoth panorama will present to view immense chemical works, tanneries, mirror manufactories, and a great variety of new build ings, large and small, designed as dwelling for the industrial classes. Here the whole air is filled with the busy hum of industry, and all around there are many evidences of the energy of the people of this section of the city. There are many scenes here for con-templation. Peaceful avocations are progressed with; everybody looks happy, and no one for a single instant could imagine that there had been war in the land. The extension of this railroad will add greatly to the prosperity of the people there, and induce we are in Cadwalader street, a local thorough-fare, through which we gradually, or we may say imperceptibly, glide into Fourth street,

passing on a part of this route the immense depot of the Fifth and Sixth-street Passenger Railway. On reaching Susquehanna avenue. fine large thoroughfare, not yet compectly built upon, we turn to the eastward, passing by Campbell's celebrated skating pond. Did it ever occur to the skating-pond proprietors that it would not require much trouble nor outlay to turn these institutions into natatoriums, wherein the healthful art of swimming might be learned. There are a great many of the rising generation who have never learned to swim. Boys, like ducks, have a natural affinity to water, but they must first learn how to use their fins before entrusting themselves be yond their depth. Besides this, a water-bath of about the same temperature as the atmos phere is one of the most agreeable things ima ginable. Apartments could be arranged for the convenience of all persons who might desire to take a bath or learn to swim. NORRIS SQUARE.

To the right, we behold a fine large and

unimproved enclosure. This is Norris Square, deeded to the city some years since. Why it is that in this great wooden country young trees have hot been planted here is a myster. It furnishes a floating the state of the state o tery. It furnishes a fine field for science, in arranging the walks and plots. In the course of a few years this section will be studded with mansions. Public improvements are now fifty per cent. behind those of a privat character in this part of the city. A little public energy directed to this subject, would place Norris Square at par with other squares that adorn our city, which have elicited the admiration of foreign as well as home tra-vellers. What a beautiful spot for a fountain! what fine walks for leisure strolls within five or ten years hence, could be arranged beneath the shade of tree foliage, if the saplings were planted now! Perhaps, as passenger railroad travel is upon its borders, more general attention will be paid to this enclosure, which, with a little art applied, could be made to bloom in beauty. Fronting on this square s a fine, large and substantial public schoolnouse. The country to the northward is open, and affords a very pleasant semi-rural landscape view. That beautiful pile of monumental architecture, THE EPISCOPAL HOSPITAL.

with its turreted towers, has a conspicuous place in the grand moving panorama. It is located at Front and Huntingdon streets. Preently the car turns up Emerald street, and the hospital and surroundings are lost to sight. There is a great degree of taste in this build-ing. In its general appearance, it may be con-sidered a sort of yellowish tea-color; the top of the towers is dark-slate, and thus a pleasing contrast is formed. The institution is one of those great humane charities that give character to Philadelphia that other cities may envy. Upon reaching York avenue, the car turns to the right, passing in the meantime within a short distance of the large depot of the Phila delphia and Trenton Railroad Company. There will be seen located on York avenue, near Coral street, the TRIED REFORMED PRESENTERIAN CHURCH, a plain, modest-looking brick building, without any particular arrangement of trees to

A 0.00 C

give it shade from the sun's rays

avenue is soon crossed at grade, and country is still more open than before To the north we now behold the immer depot of the Reading Railroad Company, this distance it does not look unlike a sil-gun bat tery, with a turret or look uninees sirgen out-trains are moving backwards a forwards, and winding their way over eyes, like so many huge black snakes. Abd Memphis street, on York, we behold anoth large and substantially built school hous in which

large numbers of the rising spration re-ceive elementary education, ic car now turns into Thompson street, anotops at the depot, corner of Norris. The ri, so far, is a depot, corner of norms. The ri, so far, is a long one and not at all disgreele. Indeed, to the stranger, it possesses my attractive scenes. There are hundreds chousands of citizens in this very city who a total strangers to this section, so mucho, that they might very easily become lostr bewildered therein: for in reality thestreets that therein; for, in reality, thestreets that appear to run north and southave an easterly and westerly direction. the vicinity of the depot, which is arge and convenient place, fitted up in excent style for the purpose to which it is afopriated, there are many improvements gg on. Here and there we observe a few cabbe patches, corn, eggplants, and squashes, gring; a few primeval trees, the only landman of the last century; and a few old Revolution homesteads yet remain, like monumen of gibry long since departed. Turn whereyou will, the busy scenes of progress meetine iye. Here, rows of comfortable brick dyllings are going up; there, large edifices formginfacturing pur poses; and, at another ev we observe sur veyors laying out lots of teets, thus present

nace with them. THE DOWNTRD TRIP. As the cars passes dn Thompson street, there will be seen a lor ow of rather dilapi-dated frame structur. There is a history connected with themomewhat interesting These buildings are kwn in that locality as RESURREMON ROW. from the fact, perhe, that they form the eastern boundary of sold church yard. The burial place seems to pretty well filled ; but it forms a contrast th other places of sepul ture, in and about d city. There are few o ents or trees within th enclosure. It is snot the houses, that when they were erected one could be readily found who could muster sufficient courage to live in them. The pede were afraid of ghosts ris ing at the midnighour and haunting them An inducement, vocileve, was held out; that those who moved to the buildings and paid the rept, until it ached the sum of one hun ared dollars, we to become the owner

of the respective enements. This, however is traditionary. I the car moves smoothly on the way, a pa ing glance may be obtain of the Morris Gimmar school-house, situated on Palm street. This is a fine large building, of grd convenience, and well attended. It is the of the prettiest school e of the prettiest school limits of the city. The ca fabrics within t now turns intellarlborough street; thenc down Belgrad and Frankford road, and wheels aroundinto Master street. At this point the Comissioners' Hall, of old Kensing ton, will be seen mid surrounding trees, an point the Con level grass-plos within an enclosure formed of iron railing This place is now used as po lice headquares. To the left hand may bobserved a law building, known by the tit

CENTRAL HALL, mbers of the lodges of the estant Association meet. The where the i a four-story structure, o milding It was once a very pretty edifice, and thusttractive. A little expenditure in the way frenovation would restore the

exterior t HAPPY CHILDREN. The car sibs on Master street, near the old fighting grand during the riots of 1844. Two ar, one the blessed mother of se ven childin, the ot herof four. With a dialec trongly tiged with the "sweet Irish brogue

ne of the ames says:
"Do ye to Fairment Park!" m," replied the conductor, "ge "And hw d'ye go there ?" "By ra madam; come in little ones."
"And it just one price, sir," asked the old enteringrom the platform.

v dressed, bounded joyfully into the car. hey had heard of cars, perhaps seen

her's rom," and thus they prattled in gle fullmnotence. For the first time as a party they web in the car for pleasure. How merry indeed were they, as the vehicle sped its way, bearing hem to the ideal goal of romance and trees on airmount Park. We may here take pression heav that so far on the downward trip the residute on the route turned out from their respective domiciles to look at the cars, that wer to connect them within one half hour withhe most distant parts of the city. It seemeds though they had never seen such things betre. Children—what immense num-bers then in this section; it beats Jaryls street in d Southwark. The boys huzzaed, and little irls waved their handkerchiefs, as

they have sen older persons do on other of WES KENSINGTON SCHOOL-HOUSE. This histrical building stands, fronting on the track, hove Second street. It was here in 1844, whee Miss Bedford, a teacher, refused to obey the pandate of a director requiring her not read the Bible in the public school. The greatestex dement prevailed on this subject and the affar was finally settled by the Board of School Controllers, who passed, by a decided vote, put the Bible should be read

without not encomment in the public schools. This law still mains. ST.MICHAEL'S CHURCH. This buildin is located on Second street above Master. It is of the Catholic denomina tion, and is unergoing great improvements. A couple of twers of large dimensions are being erected o its front. These towers, when finished, will pesent a pleasing appearance Each will have a cross upon its apex, thus keeping in viewer the public the emblem of Christianity, wich may serve to check some wandering mortl, and cause him to think, at least once, on thereafter. At Third street the car passes winin a few rods of the North Pennsylvania kilroad depot, and soon reaches Franklii street-a pretty well-built thoroughfare—ad upon arriving at Spring Garden street the conductor vociferates— "PASSENGER FOR PAIRMOUNT PARK!"
Here the two winen and the little children,
whom we have altady introduced, alight, and proceeding on the shady side of the way to Ninth street, ever another car, and are at once on the roat to the spot, which, up to the noment, is yet a air-built castle to them, for they have never een that beautiful place. Here we termiate our sketch of the Richmond branch of he extensive Union Railway Company, and as prepared to say that it was an agreeable rid. A third part of this road.

will form the suject of our next sketch. It has an exceedingy interesting history. SALE OF GOVERNMENT HORSES AND MULES.-During the comin month thirty-five thousand animals, belonging to the United States Government, are to be sold in the following States: Pennsylvaia, New York, Ohio, Indiana, Delaware, Mayland, and New Jersey, and also in the Districtof Columbia. By an advertisement, published elsewhere, our readers can learn the dates of the different sales, and also the number of animals to be sold at each vendue. Though agreat part of the beasts are sound and in good ondition, the close of the late war has compiled the Government to throw them upon the market. They will, herefore, doubtlesigo off at a figure much below their real value and the opportunity thus offered our people sould not be lost. LECTURE TO SUIT TIE TIMES .- Professor Lindsay, well and favorally known in Philadelphia.

proposes to deliver lecture to-morrow even-ing, at Sansom-stree Hall, on the "Manners, Customs, Superstitions and Cruelties, and Religion of the Nativesof Africa; the Introduction of Slavery into America, and its Final Overthrow," An appeal will also be made to assist in educating and colonizing the colored LARGE SALE OF GOERNMENT HORSES.—Mr. Herkness will sell at he Bazaar, on Thursday and Friday morning, commencing at ten o'clock, two hundred (overnment horses—one hundred each day. Secauction advertisen THE DEGREE OF DOCTOR OF LAWS CONFEREED TON GEN. MEADE.—Th' degree of Doctor of Laws, conferred by Hayard University upon General George Gordo Meade, U. S. A., was in the following terms:

"Illum exercitus Americani imperatorem, qui periculossissimo belli discrimine res patrice virtute et consilb restituit, Georgium Gordon Meade."

Which is translated thus by the Boston Conferer.

"George Gordon Mead, that commander in the American army who, by his valor and wisdom, at the most dangerous moment of the war, turned the tide of victory in favor of his 7-308 FURNISHED AT PAR, To those applying at once. jy26-12t PHILADELPHIA, July 22, 1865.

PHILADELPHIA, July 22, 1865.

Edwin Hall, Esq.:

DEAR SIL: On behalf of the Board of Directors of the Phænix Hose company, I would return our sincere thanks to the ladies of your amily\* and to yourself, for your, kindness in providing the members of the company with breakfast on the morning of the 18th inst., on the occasion of the fire in Fifteenth street. The duties of a fireman are hard on most occasions, but we attend to them willingly and cheerfully, without hope of reward or thanks; indeed, we are often abused, and seldom praised; but we are conscious of doing our duty, and when we are treated in the manner we were by you, I can assure you that we duly appreciate your kindness.

Yery respectfully, yours,

JAS. S, HALLOWELL,
Sec'y Board of Directors Phænix Hose Co.

\*Miss Hurley's.

\* Miss Hurley's.

Trial by Juries. To the Editor of the Press:
Sig: The following instance will serve t show how slight a probability there exists of obtaining "a verdict in accordance with the evidence," before a jury during a time of great colitical excitement, when the crime charge has its origin in partisan hatred—even when the testimony is of the most direct and sub-stantial character. At the commencement of the rebellion in Lower Canada, in the fall o 1837, the 32d Regiment of British Infantry was ordered to the village of St. Denis, on the Richelieu River, then held by the rebels under

Dr. Wolfred Nelson. Shortly after the depart ture of the regiment, Lieutenant Wier, the ad jutant, was ordered to follow and rejoin his command, and was at the same time bearer of despatches from the Government: arriving at the village of Sorel, on the same river, he procured the services of a guide, in order that he might proceed on the same road his regiment had passed over, and so accomplish his mission. The guide betrayed him into the hands of the enemy, and Dr. W. Nelson gave him in charge of a party of four or five men, to be taken to St. Charles, a village in the rear about nine miles distant.

The prisoner was bound with cords, placed in a common farm eart, and, escorted by the guard, under the command of one Jalbert, proceeded on their journey. They had not, however, accomplished more than two miles of the distance when the firing from two light field pieces, attached to the 32d Regiment, announced to them that the attack had com menced on the St. Denis stronghold, Dr. Nelson's distillery. More anxious to rejoin their comrades in the village than to proceed with their prisoner, they determined to put him to death on the road, and so relieve themselves their prisoner, they determined to put him to death on the road, and so relieve themselves try, prosperity, and engly. Such improvements will, of course, yell something to the city treasury in the shalof taxes, and, therefore, public energy slid be made to keep three times with an old sabre, and then proceeded to despatch him with an old superstance.

Jalbert, the commander of the party, snapped the old flint-lock twice at his head without discharging the piece, the victim meanwhile praying them to put him out of his misery After chipping the flint with a copper coin the musket was finally discharged, and the manacled victim was released from his tortures. Shortly afterwards Jalbert was captured along with L'Hussier, one of his party. L'Hussier turned "king's evidence." The trial for this unprovoked and sanguinary ourder was commenced at the next regula term of Oyer and Terminer, before a jury pro-cured in the ordinary way; that is to say, according to the custom of Canadian courts: the prisoner being allowed to challenge "twenty nen out of the panel without assigning any cause whatever, and as many more as he coul give a sufficient reason for rejecting."

Under such a system, and at a time when every French Canadian was at heart a rebel it need not surprise any one that the jury was packed, as the sequel will show.

Although the above facts were proven by this same L'Hussier, one of the actors in the tragedy, and corroborated by other witnes a majority of the jurors refused to return verdict of guilty in the premises; and had it not been for the persistency of three of the jurors who were loval men, the murderer and traitor would have been acquitted! the French portion being committed to that course. To

them the positive evidence of guilt was as no-thing; the murder was an act accomplished in ortherance of the rebellion, and they were de ermined to acquit the assassin. Now, by the laws of the times, there was no such thing as a jury being discharged because they could not agree upon a verdict, (as i the custom in our criminal courts;) therefor the jury was obliged to remain "out" till (then four days distant.) unless they should agree upon a verdict in the meantime; the consequence was, that the three noble men who loved justice better than a beefsteak

preferred to stand out to the last hour of the former beauty. erm, rather than perjure themselves by returning a verdict contrary to the evidence in he case At midnight on the last day of the term, th udge assembled the court, and it being ther ound that the jury had not agreed upon a verdict, they were discharged according t

aw, and the prisoner, Jalbert, remanded to When the prisoner was arraigned at the next term of court, six months afterwards, the name of the principal witness, L'Hussier, was called but he did not appear, whereupon the Attorney General handed into court an affidavit, setting the infant in her arms as she was forth that the said L'Hussier had been briber with the sum of eight hundred dollars to quit s, only one price; get in and take the Province, and flee to the United States, in order that Jalbert might be discharged for others, with eleven children, all neatly want of sufficient evidence to warrant a con-

viction upon a second trial.

The Attorney General intimated to the co car. hey had heard of cars, perhaps seen them to a distance; but here was a new and beauful one at their very doors, ready to takehem to a resort rich in the beauty of naturand art.

Tise children were happy; they were dresed in their holiday attire for the Cxcurson. "Come here, Emma," said one to the other; "Come here, Johnny;" "Move up, beats rown! and thus they prisoner, died in the common jail of the circumstance. the city of Montreal. Now, in this case it was evident there was a gross perversion of justice, and for no other reason than because the murder was com-

mitted by parties in arms against the lawful Government of the country—the majority of the jurors, sympathizers with the cause of the rebellion, being pledged to an acquittal, in spite of the most conclusive evidence to the spite of the most conclusive evidence to the contrary.

It is needless to say that, after such an exhibition of treason as this, in the highest tribunal of justice in the country, the Government did not see fit to repeat the farce of bringing traitors and murderers to be adjudged by executures of their own proclivities; and that afterwards, when the humber of such captured traitors and murderers increased, they were tried before a military commission, composed of the highest officers in the army, through which tribunal there was at least a reasonable hope that verdicts would be returned in accordance with the evidence in each case.

Yours, respectfully,

July 22, 1865.

CITY ITEMS.

"THE HOUSEKBEPERS FRIEND."-This is the designation applied to Gray's Patent Petroleum Vapor Stove, for Cooking, Lighting, and Heating purposes, on exhibition and for sale at No. 819 Arch street. The title is well depoint of economy and comfort, the greatest wonrecommend it to popular favor, among which we may name—

1st. Its reliability and perfect simplicity of construction, which enables any one to use it without fear of accident. 2d. A saving of more than 50 per cent. is effected by its use, in the cost of fuel. 3d. It consumes no coal or wood, and does not produce a particle of odor, dust, or ashes 4th. It has no chimney, stove-pipes, or wicks and does not emit smoke or odor of any kind 5th. No danger of explosion or accident, and

lamp. NEWS ITEMS.—Alfred Tennyson is on his las legs. A cow, near Troy, New York, got beastly drunk on whisky. Vesuvius has fired up for the season. A time-serving class—the watch-makers, Lord Brougham finds his diet—eating his own words—somewhat distressing. The most popular literature afloat, this hot weather, is made up of first-class notices of the elegant wearing apparel, for gentlemen and youths, made at the Brown Stone Clothing Hall of Rockhill & Wilson, Nos. 603 and 605 Chestnut street, above Sixth. CLOTHING FOR RETURNED SOLDIERS .- NOV hat there are thousands of soldiers in the city desirous of changing their military for civil apparel, we cannot do our noble veterans

a greater service than in directing them to the celebrated old Clothing Establishment of Messrs. C. Somers & Son. No. 625 Chestnu street, under Jayne's Hall. The stock of this firm is one of the finest and most extensive in the city, and their uniform custom of solling suits to soldiers at the lowest prices, is most con mendable. Gentlemen's Furnishing Goods .-- Mr. George Grant, 610 Chestnut street, has a handsome as sortment of novelties in Shirting Prints, beau tiful Spring Cravats, Summer Und and goods especially adapted for travelling. His celebrated "Prize Medal" Shirt, invented by Mr. John F. Taggart, is unequalled by any

THE BEST FITTING SHIRT OF THE AGE IS "The Improved Pattern Shirt," made by John C. Arrison, at the old stand, Nos. 1 and 3 North Sixth street. Work done by hand in the best manner, and warranted to give satisfaction. His stock of Gentlemen's Furnishing Good annot be surpassed. Prices moderate THE "CHINESE SUN HAT." sold by Wood Carr, 725 Chestuut street, is really indispen sable to every lady about leaving the city is now selling off at much below cost.

VISITORS TO THE SEA-SHORE should provide themselves with Bathing Dresses fro Nos. 1 and 3 North Sixth street. HOT-HOUSE GRAPES, APRICOTS, CONFECTION A. L. Vansant's, Ninth and Chestnut. Roaste Almonds, Chocolates, and a hundred other delicious things, adapted for the season, can now

34 South Third street. THE PUBLIC IS CAUTIONED AGAINST AN IMITAtion of the Photograph of Lieut. Gen. Grant, the original of which was taken by F. Gutekunst. Arch street. It is a bad copy. The origina will be known by my imprint on the back. FOUR STROK & Co.'s PIANO'S (little used) for sale at bargains. These pianos have been use

during the past winter and spring at concerts, at public halls, and in private houses, and how no marks of use. Price \$200 less than J. E. GOULD, new ones of same style. je21-36t Seventh and Chestnut streets. NEW AND SECOND-HAND PLANOS FOR RENT, and portion of rent applied to purchase.

Also, new and elegant planes for sale or ting terms. Gowin, Seventh and Chestnut.

FINANCIAL AND COMMERCIAL. Much has been written in the newspapers the country, for and against the pamphlet recently issued by Mr. Jay Cooke, on the subject of the National debt. The controversy cannot but be productive of the greatest benefit to the Government as well as to the people, as it has awakened an interest in national finances greater than that produced by any other document which has appeared since the outbreak that warm Mr. Cooke is a hold consider.

of the war. Mr. Cooke is a bold, conscien tious, and sterling financier, and states hi opinions and arguments with perspicuity and curphasis. His mode of dealing with his sub-ject contrasts remarkably with that daily advanced by politicians and demagogical states-men, who are too timid to state plainly; a con-viction, for fear of future accountability. Mr. Cooke has nothing in common with the politician, but rather resembles Sherman or Gran in the outspoken distinctness of his language. We do not design to elaborate on the arguments which Mr. Cooke has advanced to prove that, if rightly managed, the National debt may prove a national benefit. Private or national debts cannot be said to be of themselves real blessings to either individuals or nations. It would be preposterous to hold, that a man should estimate his success or business prosperity by the extent of the debt be has accumulated. It is yet undeniable that an enterprising man, with industry and perseverance is more apt to succeed in the end, though his capital be a borrowed one, and his neck burdened with a debt, than the man who has been bred in the lap of luxury, with no motives for individual exertion. Our greatest statesmen and

financiers have been great because they triumphed over obstacles and disadvantages. If the National debt be either an obstacle or a disadvantage, it has not yet been so demo strated to the public satisfaction. What party—what man in the North, has had the hardihood to say that the National debt was a national curse. And yet why this storm o abuse that a few disloyal newspapers have raised, because one of our most enlightene and successful financiers has demonstrated by arguments not yet controverted, that the National debt, if rightly managed, is a National blessing? Were taxes ever paid more willing ly than now? or industry more securely es tablished in any country, notwithstanding those taxes? The war brought us taxes, and a large debt; but has it not also brought increased industry, and greater private revenue! not to mention the far greater and more valuable advantages, of a country of which we all now feel proud, strong enough as it is to command the respect and the fear of the world. It was our great prosperity that

hastened the rebellion, and we have heard time and again, that the nation needed the chastening influences of the war to make us duly appreciate our prosperity. The National debt will bind us as one people more closely than ever ; and in the natural desire to get rid of it, we must see a stimulus to industry that nothing else can afford. Mr. Cooke has, with great boldness and intelligence, stated these points, and his relations to the Government entitle his opinions to respect. This nation owes a debt of gratitude to Jay Cooke that it cannot soon discharge. Without his valuable aid the wheels of government might frequently have been seriously entangled. Now that we have gone through the war successfully, no one who appreciates the genius and patriotism which led us through the fiery ordeal, will hesitate to place the great financier of the war alongside its greatest generals.

The subscriptions to the 7.30 loan, received

by Jay Cooke yesterday, amount to \$5,759,300, including one of \$100,000 from First National Bank, Albany; one of \$100,000 from Second National Bank, Detroit; \$100,000 from First National Bank, Syracuse; \$200,000 from National Bank of Republic, Boston; \$100,000 from Mer-chants' National Bank, Portland; \$200,000 from First National Bank, Louisville; \$100,000 from First National Bank, Baltimore; \$100,000 from Second National Bank, Nashville: \$500,000 from First National Bank, Nashville; \$500,000 from First National Bank, Cincinnati; \$280,000 from Second National Bank, Cleveland; \$100,000 from First National Bank, Mansfield ; \$100,000 from Central National Bank, Philadelphia; \$102,000

from R. R. Robinson & Co., Wilmington, Delaware; \$100,000 from Brewster, Sweet, & Co., Boston; \$300,000 from Westfield Bank, Massachusetts; \$100,000 from Sixth National Bank, New York. There were 4,053 individual subscriptions of There was very little doing at the stock market yesterday, and prices ruled steadyespecially the Five-Twenties, which advanced one-fourth, in consequence of the foreign advices which report a firmness in the Ger man markets. The London Times of July 10th

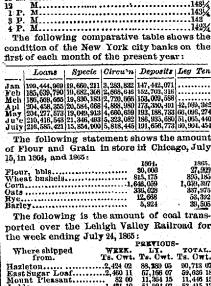
man margets. The London times of July 10th says:

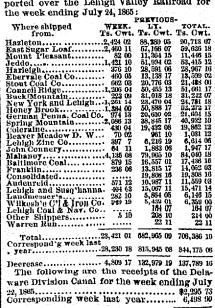
Advices from Frankfort mention that United States bonds maintain quotations seven per cent above those at New York, no new consignments having lately come to hand, and investments having been made in them of part of the dividends falling due this month. It has been reported that the large amounts sent over last month to New York have been taken up by the Secretary of the Treasury to support prices, and that the gold for this purpose was borrowed from the banks, as one of the leading banks, which, according to its weekly return ought to have had \$500,000 in gold, has given for a bill of \$3,500, payable in gold, presented to it on account of a Frankfort irm, a bill on another bank, due in three days, payment in greenbacks at the exchange of the day having been refused by the holder. This statement, however, has not produced much effect, and is, perhaps, capable of explanation.

Local stocks are very dull: there was some small movement in State securities, and sales

and 35 for Green and Coates. Oil and other The Secretary of the Treasury has just is sued an order to the Assistant Treasurer of the United States in our city to conduct all busi-

ness in that department at the Custom House. on and after the 26th instant. This is one of the most commendable steps which could be taken in moving the office of the Assistant rreasurer to a building of public capacity. The following were the quotations for gold yesterday, at the hours named: ) A. M.....





22, 1865.... Corresponding week last year..... Decrease for the week. \$4,303 17
Fotal tolls to July 23, 1864. \$66,625 01
Fotal tolls to July 22, 1865. 87,509 95 Decrease in 1865..... \$9,115 06 Decrease in 1865...

1 Proxel & Co. quote:

1 w United States Bonds, 1881...

1 S. Certifs. of Indebtedness, new.

1 S. Certifs. of Indebtedness, old.

2 w U. S. 7-30 notes...

2 nartermasters? Vouchers...

rders for Certifs. of Indebtedness...

1d...

Sales of Stocks, July 25. 

| SECOND BOARD. | 2000 State 5s. ... C&P 89 | 300 U 8 7-399 ... June - 100 Scot North Pennu 6s. 5 | 100 Reading R. sawm 51 / 200 do ... 50 51 / 100 do ... 50 51 / 100 Lehigh Navista. 58 | 100 Fulton Coal ... 56 | 100 Fult | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 The New York Post of last evening, says: Gold is moderately active at 143@1431/8. A little business has been done at 142% and a 

After the board, New York Central rose to 91%, Erie at 57%, Michigan Southern to 63%. Later, Erie sold at 67%. Philadelphia Markets. July 25-Evening. Holders of Flour are firm in their views, bu here is very little doing in the way of sales .000 bbls extra family sold at \$6@8.25 \$8 bbl a small lot of fresh-ground Lancaster county do at \$8.75. The retailers and bakers are buying in a small way at from \$5.75@5.50 for superine; \$7@7.50 for extra; \$4.08.75 for ex-tra family, and \$9@10 \$ bbl for fancy brands, as to quality. Bye Flour and Corn Mealare as to quality. Rye Flour and Corn Meal are without change.

GRAIN.—Wheat is in steady demand at the advance, with sales of about 12,000 bus at 132@190c for good to prime old Reds; new Delaware do. at 170@150c, and small lots of White at 295c. Rye is selling in a small way at \$1.10. Corn is scarce; small sales of prime yelloware making at 35c % bu. Oats are dull and lower; sales of 3,000 bus at 50@03c, including a lot of new at 39 @55c % bu.

Balek.—Quereitron is unchanged; 32 hhds 184 No. 1 sold at \$22.50 % ton.
Cotton.—Prices have fallen off and there is very little doing in the way of sales; small lots of middlings are reported at 45@45c % a. cash. Nerry little doing in the way of sales; shain lots of middlings are reported at 45@47c % h. cash.

Petroleum.—The market is rather duli and prices are unsettled; about 2,200 bbls sold in lots at 32@32½c for Crude; 52@62½c for Refined in bond; and free at \$9@72c \( \mathbb{F} \) gallon, as to color.

SEEDS.—The receipts of Cloverseed are triffing, and it is wanted at \$15 \( \mathbb{P} \) bu. A lot from second hands was taken at 26c \( \mathbb{F} \) b. In Timothy there is nothing doing. Flaxseed is in domand at \$2.35@2.40 \( \mathbb{P} \) bu.

HAY.—Baled is selling at \$20@22 \( \mathbb{F} \) ton.

Gnocknes.—There is very little doing in the way of sales, but the market is firm at full prices. 270 bbls Cuba Sugar sold at 10c \( \mathbb{F} \) bi, in gold, and 35 hhds Molasses at 40c \( \mathbb{F} \) gallon.

Provisions.—There is very little doing in the way of sales, owing to the firmness of holders; small tots of Moss Pork are reported at \$9@30 \( \mathbb{F} \) bbl. Mess Beef ranges at from \$12 \) color bbls and fancy canvassed. Lard is selling in a small sales are making at from 24@25c \( \mathbb{F} \) b bf. The for bbls and tes.

Where—The demand continues limited; small sales of Fennsylvania and Ohio bbls are making at 27c \( \mathbb{F} \) gallon.

The following are the receipts of Flour and making at 217c # gallon.

The following are the receipts of Flour and Grain at this port to-day: Flour.....Wheat....

for August and September delivery. The sales fell short of the receipts. We note sales of 1,900 old oil barrels at \$2. The sales were as follows:

CRUDE OIL.—Buyers seem to be absent; they were not disposed to take hold, hence we have but few sales to report. Prices have undergone no change, and large lots could hardly be disposed of at the present prices. Sales lot bbls at 21c, pkgs returned; 162 do, 21c, same conditions; 165 bbls, 26c, pkgs included; 400 do, 26c, bbls included.

REFINED.—The market presented no feature worthy of particular notice for some time past. The present rates were, bonded, on the spot, 45c, and sales were made, delivered on the ears, at these figures. Bonded for Philadelphia was held at 52½c. Free was quiet at 52½c.

the leading banks, which, according to its weekly return ought to have had \$500,000 in gold, has given for a bill of \$3,500, payable in gold, presented to it on account of a Frankfort, firm, a bill on another bank, due in three days, payment in greenbacks at the exchange of the day having been refused by the holder. This statement, however, has not produced much effect, and is, perhaps, capable of explanation.

Local stocks are very dull: there was some small movement in State securities, and sales of fives at \$9; new City sixes were selling, to a moderate extent, at \$2. The share list was generally weak; Reading was inactive, closing at about 51½, which is a slight decline; Camden and Amboy was steady at 124; 29 was bid for Little Schuylkill; 57 for Pennsylvania; 51 for Norristown; 54½ for Minehill; 23½ for North Pennsylvania; 11½ for Catawissa common; 27 for preferred do; 45 for Elmira proferred; and 23 for Philadelphia and Eric. Give passenger railroad shares continue very dull, and we hear of no sales; 45 was bid for Tenth and Eleventh; 61½ for West Philadelphia; 9 for Race and Vine; 28½ for Girard College, and 22 for Union; 50 was asked for Fifth and Sixth, and 35 for Green and Coates. Oil and other stocks continue very dull. New York Markets, July 25.

\$2.10@2.12.
TALLOW is higher; sales 90,000 lbs at 11@11%. SAILING OF OCEAN STEAMERS. TO ARRIVE. SHIPS FROM FOR DATE.

Helvetia. Liverpool. New York July 11
Teutenia. Southampton New York July 12
City of London...Liverpool... New York July 12 Indon...Liverpool...
TO DEPART.
FROM FOR DATE.
New York...Liverpool...July 2
New York...Havana,...July 2 SRIPS PHILADELPHIA BOARD OF TRADE, THORNTON BROWN, EDWARD LAFOURCADE, HENRY LEWIS,

MARINE INTELLIGENCE. PORT OF PHILADELPHIA, July 26. Bark Witch, Loud, 4 days from New York, in ballast to Workman & Co. Bark Gazelle (Br), Shaw, 10 days from Wind-sor, N S, with 500 tons plaster to E. A Souder & Co. sor, A. S., With 600 tons plaster to E. A. Sodder & Co.

Brig John Welsh, Jr., Fifield, 10 days from Sagua la Grande, with sugar to S & W Welsh. Brig H S Emery, Palmer, 10 days from Sagua la Grande, with sugar to S & W Welsh. Schr Catharine (Br.), Saulmen, 21 days from Barbadoes, with molasses to John Mason & Co. Schr Delaware, Bostic, 1 day from Smyrna, Del, with grain to Jas Barratt.

Schr Mary Hendrickson, 1 day from Odossa, Del, with grain to Jas L Bewley & Co.

E Schr Ben Vanderbilt, Maston, 3 days from Baltimore, with midse to J T Justus.

Schr Golden Eagle, Kelly, 5 days from New Bedford, with oil to J B A Allen.

At New Castle, Del. Schr Sarah, Benson, from New Bedford, in Cleared.

Brig C V Williams, Thompson, Marseilles.
Schr Thos Potter, Rackett, Sag Harbor.
Schr B H Wilson, Mull, Newport.
Schr B H Wilson, Mull, Newport.
Schr Wm G Audenried, Hewitt, Quincy Point.
Schr Siak, Ingalls, Boston.
Schr Siak, Ingalls, Boston.
Schr Keckuk, Small, Boston.
Schr Keckuk, Small, Boston.
Schr Mary F Stevens, Reed, Washington.
Schr L D Jarrard, Fenton, Washington.
Schr L H Gorbert, Simpkins, Baltimore.
Schr Rappahannock, Kussell, Baltimore.
Str R Willing, Cundiff, Baltimore. Cleared.

Memoranda. Ship Alpine, Killman, entered out at Liver-Ship Alpine, Kiliman, entered out at Liverpool 8th inst for this port.
Ship Commodore, Otis, cleared at Boston on Monday for Callao.
Ship Charger, Knowles, from Boston 5th March, at San Francisco 18th inst.
Steamship City of London (18t), Petrie, from Liverpool July 12th, via Queenstown 18th, at New York yesterday. 18th inst, lat 41 18, lon 35 48, passed steamship Cuba, bound E; 22d, lat 43 02, lon 60 35, steamship City of Cork, bound E same day, lat 42 25, lon 60 27, an American ship, bound W, showing 3d dist pendant, Nos. 888.
Steamship Patapseo, Neff, from New Orleans 18th, with cotton, at New York on Monday. Bark Rosalla, Palumbo, from Girgenti, at Gibraltar 3d inst, and cleared for this port. Bark Rocket, Freeman, from Penang 24th March, at Boston off Monday.
Brig Sea Lark, Collinshat Havana 18th inst from Key West, and was loading 18th for this port. port.
Brig Richmond, Powers, hence at Bangor 21st inst. Schr Thos Jefferson, Phillips, hence at Cardenas 16th inst.
Schrs J H Wainwright, Morris, and John Stockham, Babcock, hence at Boston on Monday. Schr Lizzie Batchelder, English, cleared at Schra Lizzie Batcheider, English, Cleared av Boston on Monday for this port. Schra R M Price, Kelley, and Marietta Steel-man, Steelman, hence at Salem 22d inst. Schra J Gadwallader, Steelman; J H Bartlett, Rockhill; J Kinzel, Lake; L Andenried, Comp-ton: Ocean Traveller Adense and Ventre. ton; Ocean Traveller, Adams, and Vashti Sharp, Sharp, sailed from Salem 22d inst., for this port.

Sohr Wm Carlton, Packard, sailed from New Bedford 22d inst, for this port.

Sohrs Horace Staples, Glibbs, and Lucy Church, Adams, sailed from New Bedford 23d inst, for this port inst, for this port.

Schr J B Allen, Case, salled from Nantucket
Schr B H Dale, Saunders, hence at Providence 22d inst.
Schrs Wm Collyer, Taylor; S C Willets,
Young, and Hannah Martin, Aldrich, sailed
from Providence 22d inst, for this port.
Schr Gilbert Greene, Weaver, for this port,
sailed from Providence 22d inst.
Schr David G Floyd, Kelley, hence at Provi-Schr David G Floyd, Kelley, hence at Providence 283 inst.
Schr Aid, Bunker, sailed from Nantucket 19th inst, for this port.
Schr Jennie Morton, Glover, hence at Fort Royal 19th inst.
Schr Queen of the South, Corson, sailed from Port Royal 18th inst. for this port.
Sloop Fleet, Berry, at Port Royal 18th inst. from Camden, N J.