

SPIRIT OF THE PRESS.

Editorial Opinions of the Leading Journals upon Current Topics—Compiled Every Day for the Evening Telegraph.

THE CHINESE IN THE AMERICAN LABOR MARKET.

From the N. Y. Times.

The excitement which is exhibited in many quarters in regard to the Chinese labor question proceeds from a misapprehension of its character and contingencies. War is waged upon Chinamen as a race, on the ground that if they come at all it must be as the enemies of American labor and civilization. The circumstances under which they arrive here are not taken into consideration. It is enough that the Chinese who are here work for much less than the American standard of wages; that their habits of life are not agreeable to the American taste; and that their notions touching the moral laws are objectionable to American society. Forthwith, an attack is made upon all Chinese immigration. Working men protest that their interests are jeopardized, and that John Chinaman must be kept out of the country. Politicians detect in this demand a grand opportunity for partisan effect; republican institutions are imperiled, they insist, unless the poor Chinaman is debared the acquisition of the privileges of citizenship.

Neither the workmen nor the politicians fail to know the immigrant who comes from China to be denied the opportunity of earning a living here. As Governor Hawley stated the case at Woodstock—how are the gates of the continent to be open to the world and closed against Chinamen? And, being here, how are American families and employers to be prevented from hiring Chinese help if they prefer it? Shall a law be passed securing to a white man an exclusive right to the kitchen, and denying to John a chance of service there? Or shall planters at the South, manufacturers at the North, and contractors everywhere, be prohibited from taking any labor they choose, even though it be Chinese? It is easy to say that Chinese labor must be put down, but how is the thing to be done? We can conceive of valid arguments against the admission of Chinese to citizenship. That is another aspect of the question, and one which, however important theoretically, possesses little practical significance. For as yet the Chinese who are in the country have evinced no desire to become citizens. They know how to work hard, and evidently want to save money to carry to China when they go home again; but they are not sufficiently civilized to take a very lively interest in naturalization frauds, primary meetings, or the mysteries of ballot-box stuffing and repeating at elections. There is, therefore, no possible danger to the republic from their political aspirations, and no special need for the profound discussions relating thereto, with which grave Senators have for some days amused themselves. Apart from this point, what barrier can we raise to keep out the Chinaman, which shall not also exclude the German, the Irishman, or the Englishman?

In this inquiry we have the true solution of the problem. We claim the right of going to China and trading there; and the right of the Chinaman to come hither, and to labor and trade here, as good as the unchallenged right of Europeans. But to be entitled to this liberty the Chinaman must land upon our shores as free to go where he pleases, and to profit by his labor, as the German or the Irish immigrant. That is to say, he must be a free man. Economic laws will be relied upon to do the rest. Once here, with perfect freedom of action, the market value of Chinese labor will soon rise to its proper level. The law which operates upon other immigrants will operate also upon the Chinaman. The Irish laborer, who in his own country works for half a dollar a day, finds himself on a two-dollar level from the moment of his landing in New York. It will be the same with John. He will get the worth of his labor, and thus will no more contribute to the degradation of the laboring class than an immigrant from any other country.

Left to himself, moreover, the Chinese immigrant will not arrive with alarming frequency. If he must appear as a free man, bound by no covenant to others, the length and expensiveness of the voyage will prevent any wholesale importation. The lowest of the Chinese—those whose presence might for some reasons be objectionable—will not be able to reach our shores. Distance and cost will effectually avert that multitudinous irruption which eloquent opponents of coolie labor predict as a consequence of Chinamen being allowed to come at all.

The only real danger, and that against which legislative action may be properly invoked, arises from the application of the principle of modified slavery which unfortunes the coolie system. What that system is in the tropical and semi-tropical colonies of Great Britain, the world knows too well. The horrors and outrages which have attended its working have been told upon no doubtful authority. And there is a prospect of its extension under the guise of Chinese immigration to the United States. California has seen something of it already. Ship loads of Chinese have been brought over under contract for years—their labor mortgaged for a lengthened period, at wages on which a white man could not live, in consideration of their passage. These are not immigrants in the only recognizable sense of the word. They may be called apprentices or hired laborers—in effect they are but a few degrees removed from slavery. They are not chattels, perhaps, and the servitude to which they are bound lasts for years only, not for life; but most assuredly they are not free laborers, and therefore not an element that is justly admissible in the American labor market.

FRANCE DRAWS HER SWORD.

From the N. Y. World.

Napoleon at last has turned the tables upon Prussia. The Duke of Gramont on Wednesday announced in the Legislative Body at Paris that the throne of Spain had indeed been offered by Prussia to Prince Leopold of Hohenzollern; that it had been accepted by the Prince; and that France would never suffer the acceptance to take effect. There was a ring of battle in the words of the Foreign Minister not pleasing, doubtless, to ears financial, but sure of an echo in the popular heart of France. "France," said the Duke,

"will never permit a German prince to take his seat upon the throne of Charles the Fifth." Behind these words stands the Emperor with his majority of nearly seven millions of votes on the plebiscite of 1870, and behind the Emperor stands the army of France, reorganized through all its departments in the four years which have passed since the electrifying day of Sedan. The opportunity which Bismarck allowed to slip out of his hand in 1866, destiny has now extended to his imperial will, and Napoleon has seized it with a decision which is itself substantial victory.

It is not, of course, beyond the limits of possibility that Prussia may refuse to accept the moral defeat inflicted upon her by this attitude of France. But, though this be possible, we rejoice, in the interest of the peace of the world, to believe it eminently improbable. Even for a strictly German question it would be honor for Prussia to go to war with France in 1870 than it would have been for her to do so in 1866. During the past four years she has lost rather than gained in point both of prestige abroad and of power at home. Her financial position is worse than it was in 1866; her people are more discontented; her newly annexed provinces even are more hostile to her supremacy than they were. The glory of her military achievements has lost something of its dazzling brilliancy as those achievements have come to be mainly analyzed by cold-blooded critics. Prussia has less confidence in herself, and in her great minister than she had four years ago. Her position relatively to the rest of Europe has been still more impaired.

Austria has greatly recovered from the shock which prostrated her four years ago; the South German States have drawn nearer together and further away from their overshadowing Northern sister. France has not only reconstructed her gigantic army, as we have said, in all its departments; she has accorded to the Emperor a new lease of popular popularity and of popular support. All these things would be important even in a war begun by France for the possession of the Rhine. They would be decisive in a war provoked by Prussia for a dynastic advantage beyond the Pyrenees. Who shall fill the Spanish throne is a question in which Germany cannot possibly see any German interest strong enough to justify the shedding of German blood. To call Germany to war for the sake of filling that throne with a member of the royal family of Prussia would have seemed quite in the natural order of things a century ago. Attempted now, it would do more to shake the position of King William at home than to confirm the position of his kinsman at Madrid.

For Spain herself, an attempt to make a Hohenzollern her king in the teeth of France would be an act of madness equally without motive and without measure. It is scarcely conceivable that such a project can be seriously entertained by any intelligent Spaniard. The most rational explanation, perhaps, that can be suggested of the share taken by Prussia in the transaction is that he hopes through pressing it to reconcile all parties in Spain to the election of the Prince of Asturias. The most obstinate enemy of the House of Bourbon in Madrid might well prefer a boy of Spanish birth, even though a Bourbon, with peace on the Pyrenees, to a new civil war aggravated by the armed intervention, not of the French government only, but of the whole people of France.

But, whatever form the matter may take, it is plain that in permitting it to be brought forward Prussia has committed a terrible blunder, and conferred upon Napoleon an advantage which she can never recover. It will be a war in which Prussia will appear as the aggressor, and as an aggressor inspired, not by any noble zeal for the national aggrandizement of Germany, but by an antiquated and anti-social impulse of mere dynastic ambition. It will be, so far as Prussia is concerned, not a war of the people, but a war of the palace.

If the issue, on the other hand, be peace, preserved by the sacrifice of the pretensions of Prince Leopold, Prussia will have sustained a diplomatic defeat, amounting almost to a diplomatic humiliation, on a question utterly foreign alike to the interests of Prussia and to the hopes of Germany.

In either event, all that Bismarck has thrown away Napoleon wins. The chances of war and the certainties of peace alike have been newly put at the service of his dynasty by the very power which seemed but his other day to have shaken that dynasty to its foundations.

PRONUNCIAMENTO OF THE DEMOCRATIC PARTY.

From the N. Y. Republican.

The last public declaration of the Democratic party, signed by members of Congress, is a most extraordinary one, all things considered. In the first place it is extraordinary because it is addressed "to our fellow-citizens of the United States, friends of constitutional, economical and honest government." This is very remarkable, inasmuch as the history of the Democratic party for the last ten years has been in opposition to the best interests of "our fellow-citizens of the United States who desire a constitutional, economical, and honest government." This is the case, and the "our fellow-citizens of the United States" have so regarded the acts of the Democratic party, is most clearly demonstrated by the fact that that party has been shorn of all political power by the people since the memorable year of 1860, when it allowed the enemies of constitutional, economical, and honest government to plot and attempt its destruction. Though the Democrats were then in power, we will not attempt to deny that up to the time of Mr. Lincoln's first election as President we had a constitutional, economical, and honest Government; nor do we believe the Democrats will be disposed to gainsay this, though now, by implication, they deny it and assert that we have a "revolutionary, extravagant, and wasteful partisan rule." And why do they say this? Simply because important elections take place this year that will determine the complexion of the next Congress, and their object is to get possession of that branch of the Government and pave the way to possession of the entire Government in the next Presidential election.

Considering what this country has passed through during the last ten years to preserve its integrity and the liberties of the people, the question of who shall control the Government is still a most important one. There is nothing in the history of the Democratic party the past ten years that has received the sanction of the people of this country; on the contrary, its course has been antagonistic to the popular will and interest in all matters of legislation growing out of the late war, and if it has a policy it is one that it dare not yet reveal to the people, and which has been opposed to all of those great measures and principles of government adopted by the people since the termination of the war, and held by them to be permanently settled. As the Democratic party opposed the presentation of the war to a successful termination on the part of the Government, so it now opposes all of those measures that have been

adopted by the Government, and people as useful and legitimate results of the war. Therefore, when the Democratic party says "upon the coming elections, then, depends the question of whether the Democratic and conservative element for the Senate shall be increased, and whether that element shall have a majority in the House of Representatives," as a consequence, whether we shall have a constitutional, economical, and honest government, or a continuation of revolutionary, extravagant, and wasteful partisan rule," what does it mean? Why, it simply means opposition to all of those great principles involved in the war, and which were supposed to have been settled by its successful termination—principles that have since been engrafted in the Constitution of the United States, and are regarded by the people as the law of the land. The adoption of these great principles by the "conservative Democratic party, no doubt, considers as "unconstitutional," partial, and unjust class legislation; and for the purpose of undoing all that has been done by the Republican party since the close of the war, and that, too, with the sanction of the people, this conservative Democratic party now asks our "fellow-citizens of the United States" to trust them who sympathized with their enemies in time of war, and discard those who stood by the Union, the republic, and the law through the long siege of strife and blood, and are still true to the great principles of human liberty. These principles should be considered established under our Government, the people of this country could admire a conservatism that would assist in preserving them; but as "conservative" evidently means the reverse of this when used by the Democrats as a part of their party name—that is, they have not changed their politics—we believe they are still opposed to all that has been done by the Republicans since power was conferred upon them by the people. It is certainly a very long and long siege of strife and blood, and are still true to the great principles of human liberty. These principles should be considered established under our Government, the people of this country could admire a conservatism that would assist in preserving them; but as "conservative" evidently means the reverse of this when used by the Democrats as a part of their party name—that is, they have not changed their politics—we believe they are still opposed to all that has been done by the Republicans since power was conferred upon them by the people.

THE MINING TONSON COME AGAIN.

From the N. Y. Tribune.

History repeats itself even in the most trivial details in the Pennsylvania coal-fields. The miners' strike in Schuylkill county having failed, as always before, to produce an advance in prices, it is to be followed, as in previous years, by a forced suspension of labor throughout the anthracite regions. The real objects of these strikes is invariably to enhance prices in New York; but other pretenses are always found, and this year it is ostensibly in behalf of the eight-hour system that the General Council of the Miners' Union has ordered a general suspension to begin on the 15th instant, and we presume has prepared, as usual, to enforce the order wherever it may be resisted. Although nearly all of the 30,000 anthracite miners are members of the Union, the decrees of the leaders are sometimes disputed by those who instinctively know that the General Council is the natural ally of the Schuylkill operators, to whom a natural market is fatal, because of the extortionate tolls of the Reading Railroad. Having no other outlet, they have no recourse but to force consumers to pay these tolls, as a consequence of supply, as the consequence of the suspension of production brought about by the ready agency of the Miners' Union.

This operation has been repeated so often that it is beginning to be thoroughly understood. The strikes invariably result in benefit to the operators struggling against this rapacious railroad, and in disaster to the miners in whose behalf they purport to be undertaken. Mining should be the most remunerative of industrial pursuits, because of the fact that it can be pursued at all seasons, and as a consequence of which the miners are generally behindhand with the world. Travellers in the coal counties are astounded and pained by the squalor of the laboring classes everywhere, and ignorant of the peculiar trouble which afflicts the region, are apt to consider them the most improvident of people. The truth is, however, that they are not wasteful nor unduly inclined to idleness; but, owing to the natural classiness of labor as against capital, they are the ready instruments of the Schuylkill operators in their hopeless struggle with the Reading companies, who own their lines of transportation.

When depression comes, Schuylkill, which pays unreasonable tolls for transportation, produces only at an enormous loss on every ton, and must stop; the natural sympathies of labor then make a general suspension inevitable. There is but one way to avoid these constantly recurring strikes which cause so much suffering not only to the miners but to millions of coal consumers. The Schuylkill region must be released from its present thralldom by the completion of the new coal railroad, the construction of which we do not now advocate for the first time. No public work is more imperatively demanded by the public needs, and none, as we have had occasion to show, is more feasible or more certain to return a large interest upon the cost of construction. The building of the new outlet has been long thwarted by the Reading Railroad, but with the impetus which will be given the enterprise by another general suspension, we hope that its completion cannot be much longer delayed.

THE DESTINY OF CANADA.

From the N. Y. Herald.

The very interesting and exhaustive article we published on Wednesday, in the form of a communication from our correspondent at Montreal, on the subject of Canadian independence and annexation, points out the inevitable destiny of Canada, as well as of all the colonial possessions of Great Britain on this continent. It appears that, in addition to other agencies and movements which have been at work more or less for half a century to annex Canada to the United States, and the fire of which are still burning slowly, a new movement has been organized, a new appropriate title of the "Union League," that may exercise a powerful influence on the question. From the details of this organization, as far as they are given, we think the "Union League" may become the most compact as well as the most extensive political body that ever existed in the colonies. The Canadians understand working in this way. The great movement for independence in Canada, with a view to annexation afterwards, thirty years ago, when Papineau was the prominent leader, and when so many Americans as well as Canadians were convinced and transported to the penal settlements in Australia, was intimately connected with a similar secret political organization on both sides of the border. This, however, appears to be discreetly worked up for the purpose of bringing about the independence and annexation of Canada by moral power or in-

fluence, and to avoid any conflict with the English Government.

Whether the time is ripe enough or not for the success of the annexation movement remains to be seen. Up to the breaking out of the Southern Rebellion, and our great civil war there was no period, perhaps, for fifty years back, that the Canadians did not desire annexation and that they would not have voted by a large majority for it, could the question have been fairly submitted to them. But a change came over them with that war. They sympathized more with the Southerners than with the North. This arose from several causes, British feeling and influence and the sentiment of the Government and people of England controlled them in a great measure. Then, they did not understand the issue well, and indeed, very many Americans did not. Besides, the sympathies of parties not immediately engaged or concerned in such a conflict are very apt to be with the weakest side, and with those who are fighting on the defensive against great odds, independent of the merits of the question at issue. But the Canadians are getting over all that. They see now the mighty power and future of this republic, and begin to be desirous again to unite their destiny with ours. A great change has taken place within the last year or two. It will not take many years to show the colonists that unless they be annexed they will sink into insignificance under the overshadowing power and prosperity of the United States. England is shaking them off; she will not have any longer the expense and responsibility of governing, protecting, and leading them as children. She knows well, too, that in case of any trouble with the United States Canada would be wrested from her. She is looking forward to future contingencies, and does not want the expense and trouble of governing colonies on the American border. As to independence, what sort of a figure would the British colonies cut by the side of this great republic if even they were independent? Politically, commercially, and in every way they would be completely overshadowed. In all probability they would decline just as well as relatively under such circumstances.

The Canadians, no doubt, are thinking of these things, and are preparing the way for the destiny that awaits them. Events are fast ripening to that end. When annexed the colonists will have no more fear of Fenians, no more trouble about commercial treaties and their trade across the border, and their country will prosper under the quickening influence of American enterprise and institutions. England, too, would gain by this transfer of allegiance, just as she has gained in her commerce by the independence of these United States, which were also colonies formerly. The statement of that country begin to realize this fact. If the colonists move now in earnest the mother country will not, probably, place any serious obstacles in the way of annexation, and we may settle the Alabama claims and all our difficulties with the British Government by the transfer of its possessions in America to us. The destiny of the United States is to be a continental empire, and the sooner the British colonists realize that fact the better for themselves and the better for the world.

THE REIGN OF SMALL MEN, AND ITS CONSEQUENCES.

From the N. Y. Sun.

Franklin Pierce was a statesman of very moderate dimensions. One of his New Hampshire supporters said, in the early stages of the Presidential campaign of 1852, in reply to an inquiry of a Southwestern Democrat, "We think a good deal of Pierce up here, but when you come to hammer him out all over the Union, he will be awful thin." But Pierce was not so small as to be afraid to call distinguished men to his councils. He summoned to his Cabinet four statesmen either of whom was vastly his superior, namely:—William L. Marcy, James Guthrie, Jefferson Davis, and Caleb Cushing. His subordinate appointments, too, were to the credit of the President. When distracted by the competition for the various offices in this city, he cut the knot by sending to the Senate this list:—For Collector, Daniel S. Dickinson; for Naval Officer, Heman J. Redfield; for Sub-Treasurer, John A. Dix; for District Attorney, Charles O'Connor. Though the programme was disarranged by the declension of some of these gentlemen, their selection showed that the President appreciated the necessity of filling important places with men of undoubted capacity and character.

General Harrison was a feeble President, but he was not ashamed to call around him a Cabinet so strong that under its shadow he dwindled into insignificant proportions; and so made Webster Secretary of State, Ewing Secretary of the Treasury, Badger Secretary of the Navy, and Crittenden Attorney-General.

When, by a fortuitous concurrence of circumstances, an inferior man happens to find himself subjected to the pressure of heavy responsibilities, which involve the well-being of a great nation, he can give no higher proof of his littleness than by persistently refusing to call to his assistance those whose superior endowments will enable him to master the exigencies of his position. Either from ignorance, or caprice, or contempt of public opinion, or extreme narrowness of soul, or from all these combined, General Grant, from the very outset of his civil career, has seemed to prefer for his confidential advisers a class of men who, with scarcely an exception, were unimportant with their party, and had no hold upon the country, while his selections for other important positions at home and abroad have been of the same type. He has already made six changes in his Cabinet. Washburne gave way to Fish, Stewart to Boutwell, Borie to Robeson, and Hoar made room for Akerman. Some of these men were so obscure that leading politicians of their own States had never heard of them, and well-informed journalists could not correctly spell their names, while the whole Republican party stood amazed at their selection. And as vacancies occurred or were created, the President, instead of seizing the opportunity to fill them with a higher grade of talent, has reached lower and lower to find his beneficiaries.

By what rule is General Grant governed in thus conducting this branch of the public service? Does he not know any better? Or is he afraid to call the superior statesmen of the Republican party to his side, lest the contrast should more clearly disclose his own inferiority? Or does he mean that the men whom he selects for first-class positions shall feel that they owe their elevation solely to him, and not at all to their own merits, and thereby rivet their future political fortunes closely to his own?

In either view, does General Grant dream that this is the true method for building up and strengthening a party? Or is he wholly indifferent to this, and does he look solely to his own individual advancement? Rather should he know that the line of policy he is pursuing in this regard is admirably adapted

to break down the Republican party, and is absolutely certain to end in ruining himself, and making his renomination an utter impossibility.

SPECIAL NOTICES.

AN IMPORTANT NOTICE TO ALL WHOM IT MAY CONCERN. The following named persons, if they were on the Bark ARCHIBALD GRACE, which left San Francisco, California, in 1856, or their next of kin, will find it to their advantage to address on or before the 15th inst. to ROBERT S. LEAGUE & COMPANY, No. 135 South SEVENTH Street, Philadelphia. Immediate attention to this is requested, as those knowing their present whereabouts will be obliged by communicating as above.

A. M. Spencer, James J. Nichols, Charles Brown, Abner Cryers, John Baker, Lewis Roberts, Samuel B. Finney, Martin Hart, William Douglas, William Chamberlin, Daniel K. Coiby, Walter Smith, Samuel B. Wilcox, William F. Wilcox, John Deckerhoff, David Lezen, J. H. Keller, William Davis, William Ferry, Charles Nodine, S. Young, S. C. Crooks, James J. Nichols, Abner Cryers, John Baker, Lewis Roberts, E. S. Wilson, G. W. Hopkins & Son, B. Dreyfus, William Raftery, J. H. Painter, M. Barnes, R. J. Black, R. Blair, Mark Ferrill, John Anderson, John W. Walden, William Scribner, William Galbraith, John B. Jones, John H. Annes, A. H. Whitler, 637 1/2

NOTICE IS HEREBY GIVEN THAT AN application will be made at the next meeting of the General Assembly of the Commonwealth of Pennsylvania for the incorporation of a Bank, in accordance with the laws of the Commonwealth, to be entitled THE MANAYUNK BANKING COMPANY, to be located at Philadelphia, with a capital of one hundred thousand dollars, with the right to increase the same to five hundred thousand dollars.

PENNSYLVANIA RAILROAD COMPANY, TREASURER'S DEPARTMENT. PHILADELPHIA, Pa., May 3, 1870. NOTICE TO STOCKHOLDERS. The Board of Directors of the said company, do hereby declare a semi-annual dividend of FIVE PER CENT, on the Capital Stock of the Company, clear of National and State Taxes, payable in cash on and after May 30, 1870.

Blank Powers of Attorney for collecting Dividends can be had at the Office of the Company, No. 228 South Third Street. The Office will be opened at 9 A. M., and closed at 3 P. M. from Monday to Friday, for the purpose of receiving applications, and after that date from 9 A. M. to 3 P. M. THOMAS T. FIRTH, Treasurer.

NOTICE IS HEREBY GIVEN THAT AN application will be made at the next meeting of the General Assembly of the Commonwealth of Pennsylvania for the incorporation of a Bank, in accordance with the laws of the Commonwealth, to be entitled THE CHESSNUT STREET BANK, to be located at Philadelphia, with a capital of one hundred thousand dollars, with the right to increase the same to five hundred thousand dollars.

OFFICE OF THE PHILADELPHIA AND READING RAILROAD CO., No. 27 SOUTH FOURTH STREET. PHILADELPHIA, June 22, 1870. NOTICE.—In accordance with the lease and contract between the East Pennsylvania Railroad Co. and the Philadelphia and Reading Railroad Co., dated May 19, 1869, the Philadelphia and Reading Railroad Co. will pay at their office, No. 27 South Fourth St., Philadelphia, on and after the 1st day of JULY, 1870, a dividend of \$1.50 per share, clear of all taxes, to the stockholders of the East Pennsylvania Railroad Co., as they shall stand registered on the books of the said East Pennsylvania Railroad Co. on or before the 1st day of JULY, 1870. All orders for dividends must be witnessed and stamped.

NOTICE IS HEREBY GIVEN THAT AN application will be made at the next meeting of the General Assembly of the Commonwealth of Pennsylvania for the incorporation of a Bank, in accordance with the laws of the Commonwealth, to be entitled THE UNITED STATES BANKING COMPANY, to be located at Philadelphia, with a capital of one million dollars, with the right to increase the same to five million dollars.

PHILADELPHIA AND READING RAILROAD COMPANY, OFFICE NO. 27 S. FOURTH STREET, PHILADELPHIA, June 29, 1870. DIVIDEND NOTICE. The Transfer Books of the said Company will be closed on the 7th of July next and reopened on Wednesday, July 20. A Dividend of FIVE PER CENT, has been declared on the Preferred and Common Stock, clear of National and State taxes, payable in cash on and after the 29th of July next to the holders thereof as they stand registered on the books of the said Company at the close of business on the 7th July next. All payable at this office. All orders for dividends must be witnessed and stamped. S. BRADFORD, Treasurer.

NOTICE IS HEREBY GIVEN THAT AN application will be made at the next meeting of the General Assembly of the Commonwealth of Pennsylvania for the incorporation of a Bank, in accordance with the laws of the Commonwealth, to be entitled THE CHESSNUT AND LOAN BANKING COMPANY, to be located at Philadelphia, with a capital of one hundred thousand dollars, with the right to increase the same to five hundred thousand dollars.

TREGO'S TEABERRY TOOTHWASH. It is the most pleasant, cheapest and best dentifrice ever used. It preserves and whitens the Teeth, Invigorates and Soothes the Gums, Cleanses and Refreshes the Breath, Prevents Accumulation of Tartar, and is a Superior Article for Children. Sold by all druggists and dentists. 32 1/2 im Cor. NINTH AND ALBERT Sts., Philadelphia.

NOTICE IS HEREBY GIVEN THAT AN application will be made at the next meeting of the General Assembly of the Commonwealth of Pennsylvania for the incorporation of a Bank, in accordance with the laws of the Commonwealth, to be entitled THE WILSON BANK, to be located at Philadelphia, with a capital of one hundred thousand dollars, with the right to increase the same to five hundred thousand dollars.

A T O I L E T N E C E S S I T Y.—AFTER nearly thirty years' experience, it is now generally admitted that DR. J. C. LAMMAN'S WATER is the most refreshing and agreeable of all cooling and deliquescent preparations. It is pure, and should never be confounded with the perfumery of the Cologne dispensing in a few waters after its application, which that of the Florida Water is for many days.

BACHELOR'S HAIR DYE.—THIS is the best and the most reliable. It is made of vegetable matter, and does not produce dandruff or itching. It is a Superior Article for Children. Sold by all druggists and dentists. 32 1/2 im Cor. NINTH AND ALBERT Sts., Philadelphia.

THE HIGH VALLEY RAILROAD COMPANY has declared a quarterly dividend of TWO AND A HALF PER CENT, payable at the Office, No. 308 WALNUT Street (up stairs), on and after Friday, July 15, 1870. L. CHAMBERLAIN, Treasurer.

HEADQUARTERS FOR EXTRACTING Teeth with Fresh Nitrous-Oxide Gas. Absolutely no pain. Dr. P. R. THOMAS, formerly operator at the Golden House, is now at No. 911 WALNUT Street, near 10th St.

PATENT'S FURNISHING GOODS. SHIRT SHOULDERS—SEA M SHIRT MANUFACTORY, AND GENTLEMEN'S FURNISHING STORE. PERFECTLY FITTING SHIRTS AND DRAWERS made from measurement at very short notice. All other articles of GENTLEMEN'S DRESS GOODS in full variety. WINCHESTER & CO., No. 706 CHESSNUT Street.

NEW EXPRESS LINE TO Philadelphia, Alexandria, Georgetown, and Washington, via Chesapeake and Delaware (Gull) and the South-western, Knoxville, Nashville, Dayton, and the South-west. Steamers leave regularly every Saturday at noon from the first wharf above Market Street. Freight received daily. WILLIAM F. CLYDE & CO., No. 14 North and South WHARVES, Philadelphia, Agents at Georgetown, M. ELDRIDGE & CO., No. 1st Alexandria. 61

CORDAGE, ETC. WEAVER & CO., ROPE MANUFACTURERS AND SHIP CHANDLERS.

No. 29 North WATER Street and No. 28 North WHARVES, Philadelphia. HOPE AT LOWEST BOSTON AND NEW PRICES.

CORDAGE. Manila, Sisal and Tarrad Cordage.

At Lowest New York Prices and Freight. EDWIN H. FITLER & CO., Factory, TENTH ST. and GERMANTOWN AVENUE. Store, No. 23 W. WATER ST. and S. DELAWARE AVENUE.

SHIPPING. LORELLARD'S STEAMSHIP LINE FOR NEW YORK.

SAILING EVERY THURSDAY, THURSDAY, AND SATURDAY. Rates rates on freight, 10 cents per ton, or 1 cent per gallon, ship or cargo. INSURANCE 1/2 OF 1 PER CENT. No receipt or bill of lading given generally. The Lines would call attention to the fact that hereafter the regular shipments by this line will be changed only 10 cents per 100 lbs., or 4 cents per foot, during the winter season. For further particulars apply to JOHN F. GIBB, 1295 FIFTH ST., NORTH WHARVES, PHILADELPHIA.

PHILADELPHIA AND SOUTHERN RAILROAD COMPANY'S REGULAR MONTHLY LINE TO NEW ORLEANS. The AEGON will sail from New Orleans direct, on Friday, July 23. THROUGH BILLS OF LADING at as low rates as by any other route of coasting, to Mobile, Savannah, Havana, and other ports, and in connection with the Philadelphia and Reading Railroad, and with the Philadelphia and Reading Railroad, at as low rates as by competing routes.

WEEKLY LINE TO SAVANNAH, GA. The WYOMING will sail from Savannah on Saturday, July 24. THROUGH BILLS OF LADING given to all the principal towns in Georgia, Alabama, Florida, Mississippi, Louisiana, Texas, and Tennessee in connection with the Central Railroad of Georgia, and with the Philadelphia and Reading Railroad, at as low rates as by competing routes.

SEMI-MONTHLY LINE TO WILMINGTON, N. C. The PIONEER will sail from Wilmington on Tuesday, July 19, at 4 P. M., returning, will leave Wilmington Saturday, July 23. Connects with the Cape Fear River Steamboat Company, the Wilmington, Raleigh and North Carolina Railroads, and the Wilmington and Weldon Railroad, at all interior points. Freight for Columbia, S. C., and Augusta, Ga., taken via Wilmington, at as low rates as by any other route. Insurance on goods, 1/2 per cent, collected at the office in first-class companies. No freight received on bills of lading signed after 3 P. M. on day of sailing. WILLIAM L. JAMES, General Agent, No. 130 South THIRD Street.

PHILADELPHIA AND CHARLESTON STEAMSHIP LINE. This line is now composed of the following first-class Steamships, sailing from PER 17, below Spruce Street, on FRIDAY, at each week at 3 A. M.:—ASHLAND, 850 tons, Captain Crowell. J. W. EVERMAN, 622 tons, Captain Henckley. PROMETHEUS, 600 tons, Captain Gray. JULY, 1870. J. W. EVERMAN, Friday, July 1. PROMETHEUS, Friday, July 2. J. W. EVERMAN, Friday, July 22. PROMETHEUS, Friday, July 23. Through bills of lading given to Columbia, S. C., the interior of Georgia, and all points South and Southwest. Freight forwarded with promptness and despatch. Rates as low as by any other route. A. Insurance one-half per cent, collected at the office in first-class companies. No freight received on bills of lading signed after 3 P. M. on day of sailing. S. S. SOUTHER & ADAMS, Agents, No. 3 D-C Street, Or WILLIAM P. CLYDE & CO., WILLIAM A. COURTNEY, Agent in Charleston.

FOR LIVERPOOL AND QUEENS TOWN.—Immense Line of Mail Steamers are appointed by the GREAT BRITAIN STEAMSHIP COMPANY, City of Brooklyn, Saturday, July 9, 1 P. M. City of Baltimore, via Halifax, Tuesday, July 12, 1 P. M. City of New York, Saturday, July 16, 1 P. M. City of Washington, Saturday, July 23, 1 P. M. Each mail steamer Saturday and alternate Tuesdays from Pier 6, North River.

THE GREAT BRITAIN STEAMSHIP COMPANY. City of Brooklyn, Saturday, July 9, 1 P. M. City of Baltimore, via Halifax, Tuesday, July 12, 1 P. M. City of New York, Saturday, July 16, 1 P. M. City of Washington, Saturday, July 23, 1 P. M. Each mail steamer Saturday and alternate Tuesdays from Pier 6, North River.

PHILADELPHIA, RICHMOND, THROCKMORTON & CO.'S STEAMSHIP LINE THROUGH THE BRIDGE AIR LINE TO THE SOUTH AND WEST. INCREASED FACILITIES AND REDUCED RATES. Steamers leave every WEDNESDAY and SATURDAY at 10 o'clock noon, for WEST WHARF above MARKET ST. PHILADELPHIA, and every THURSDAY and FRIDAY, for RICHMOND, MONROE and HAVRE. BILLS OF LADING signed after 1 o'clock on sailing day. THROUGH RATES for all points in North and South Carolina, via Seaboard Air Line Railroad, connecting at Portsmouth, and to Lynchburg, Va., Tennessee, and the West, via Virginia and Tennessee Air Line and Richmond and Havre Railroad. THROUGH RATES FOR BUTTERIDGE and taken at LOWER RATES THAN ANY OTHER LINE. No charge for commission, drays, or any expense of transfer. Steamships leave at lowest rates. Freight received daily. For particulars apply to the Company's Office at No. 125 N. 2nd Street, Philadelphia, or to W. P. PURLEY, Agent at Richmond and City Point, T. F. CROWELL & CO., Agents, 107 N. 2nd St., Philadelphia.

FOR NEW YORK. DELAWARE AND CHESAPEAKE STEAM TOWNSHIP COMPANY. Steamers leave every WEDNESDAY and SATURDAY at 10 o'clock noon, for WEST WHARF above MARKET ST. PHILADELPHIA, and every THURSDAY and FRIDAY, for RICHMOND, MONROE and HAVRE. BILLS OF LADING signed after 1 o'clock on sailing day. THROUGH RATES for all points in North and South Carolina, via Seaboard Air Line Railroad, connecting at Portsmouth, and to Lynchburg, Va., Tennessee, and the West, via Virginia and Tennessee Air Line and Richmond and Havre Railroad. THROUGH RATES FOR BUTTERIDGE and taken at LOWER RATES THAN ANY OTHER LINE. No charge for commission, drays, or any expense of transfer. Steamships leave at lowest rates. Freight received daily. For particulars apply to the Company's Office at No. 125 N. 2nd Street, Philadelphia, or to W. P. PURLEY, Agent at Richmond and City Point, T. F. CROWELL & CO., Agents, 107 N. 2nd St., Philadelphia.

FOR NEW YORK. DELAWARE AND CHESAPEAKE STEAM TOWNSHIP COMPANY. Steamers leave every WEDNESDAY and SATURDAY at 10 o'clock noon, for WEST WHARF above MARKET ST. PHILADELPHIA, and every THURSDAY and FRIDAY, for RICHMOND, MONROE and HAVRE. BILLS OF LADING signed after 1 o'clock on sailing day. THROUGH RATES for all points in North and South Carolina, via Seaboard Air Line Railroad, connecting at Portsmouth, and to Lynchburg, Va., Tennessee, and the West, via Virginia and Tennessee Air Line and Richmond and Havre Railroad. THROUGH RATES FOR BUTTERIDGE and taken at LOWER RATES THAN ANY OTHER LINE. No charge for commission, drays, or any expense of transfer. Steamships leave at lowest rates. Freight received daily. For particulars apply to the Company's Office at No. 125 N. 2nd Street, Philadelphia, or to W. P. PURLEY, Agent at Richmond and City Point, T. F. CROWELL & CO., Agents, 107 N. 2nd St., Philadelphia.

FOR NEW YORK. DELAWARE AND CHESAPEAKE STEAM TOWNSHIP COMPANY. Steamers leave every WEDNESDAY and SATURDAY at 10 o'clock noon, for WEST WHARF above MARKET ST. PHILADELPHIA, and every THURSDAY and FRIDAY, for RICHMOND, MONROE and HAVRE. BILLS OF LADING signed after 1 o'clock on sailing day. THROUGH RATES for all points in North and South Carolina, via Seaboard Air Line Railroad, connecting at Portsmouth, and to Lynchburg, Va., Tennessee, and the West, via Virginia and Tennessee Air Line and Richmond and Havre Railroad. THROUGH RATES FOR BUTTERIDGE and taken at LOWER RATES THAN ANY OTHER LINE. No charge for commission, drays, or any expense of transfer. Steamships leave at lowest rates. Freight received daily. For particulars apply to the Company's Office at No. 125 N. 2nd Street, Philadelphia, or to W. P. PURLEY, Agent at Richmond and City Point, T. F. CROWELL & CO., Agents, 107 N. 2nd St., Philadelphia.