

NEWS SUMMARY.

—A meeting of journeymen shoemakers was held last evening at the public house on Vine street, near Sixth, for the purpose of considering the expediency of forming a Lesters' Union.

—A meeting of the officers of the 1st Pennsylvania Cavalry was held last evening at their headquarters, for the purpose of adopting measures to assist in raising funds to be given to the widows and orphans of Prussian soldiers who fell in battle. Resolutions were adopted providing for the holding of a picnic on the 11th of August, the profits of which are to be handed over to the German Citizens' Committee.

—A running race of a mile heat and repeat for a purse of \$1000 came off yesterday at Snook Park. The horses entered were Sleepy Jim, Fanny Komble, Virginia Girl, and Wild Rose. After time being called for the start, they got off well together, with Sleepy Jim slightly in the lead. On the first quarter, Virginia Girl abandoned the contest. At the half-mile pole, Sleepy Jim was rapidly leaving his competitors, Wild Rose being second and Fanny Komble third. Entering on the home stretch, Sleepy Jim increased his pace, and crossed the score in 1 minute and 59 seconds, winning the heat and race, the others being distanced. Afterwards there was a race between Sleepy Jim and Fanny Komble of one mile heat. It was won by Sleepy Jim. Time, 2:06 1/2.

Domestic Affairs. —Gold closed yesterday at 120 1/2. —Recruiting for the French army is being vigorously carried on in Canada.

—The treaty of peace between Brazil and Paraguay had not been signed on the 6th inst. —Nearly all the business part of Concord, N. H., was destroyed by fire on Sunday morning. —The customs receipts of the Government have not yet been affected by the European war. —Secretary Boutwell will make the award in the matter of the Alaskan seal fisheries to-day.

—Four or five vessels are to be added to our European squadron for the better protection of our commerce.

—Surveying for the Northern Pacific Railroad was commenced at Olympia, Washington Territory, on Saturday.

—No purchases in this country of vessels or war materials, by France or Prussia, will be permitted by the Government.

—Consult-General Roesing says he can only receive as volunteers such Germans as are still subjects of Prussia and liable to its military service.

—Secretary Boutwell does not consider the prospect for funding the debt especially brilliant at present, and therefore will not attempt to hurry the same.

—A system of organized corruption and bribery between the ocean steamship lines and customs inspectors has just been revealed in New York by the Government detectives.

—A quarrel between the messenger of the Georgia House of Representatives and a member of that body, both colored, resulted yesterday in the former shooting and killing the latter.

—Yesterday, at Pottsville, the Board of Trade rejected the proposition of the Workmen's Beneficial Association, and announced their intention of treating directly with the miners. This, it is said, insures the latter.

THE WAR.

THE FRENCH-PRUSSIAN SECRET TREATY—EXCITEMENT IN PARLIAMENT OVER THE MEASURE—AUSTRIA PROCLAIMS HER NEUTRALITY.

LONDON, July 25.—A special correspondent writes from Metz on the 22d inst., describing the movements of troops at that place. On that day there were ten thousand soldiers at Forbach, seven thousand at St. Avold, three thousand at Saargemines. There is a large cavalry camp at Thionville, which protects the left of the French army. This force will be increased to forty thousand.

The 1st Division of the 3d Corps is commanded by General Auzanard, and is composed of the 18th Battalion Chasseurs, and 59th, 60th, 81st, and 95th Regiments of the line. This division marched out on the morning of the 22d, and by this time is at Bonlay, on the road to Sarrelouis.

The Imperial Guard is reported to be on the way to Metz, but their probable destination is Nancy.

Bavarian videttes have already been seen with the Prussians. This fact is considered important, showing the complete blending of the Prussian and South German forces.

LONDON, July 25.—It is confidently affirmed here that the Prussians are retiring and concentrating between Mayence and Coblenz.

Many arrests are made daily. A correspondent of the London Standard was arrested. He entered the camp without leave, telling the sentinel that his British passport was an order from headquarters.

The authorities prohibit the sale of military maps to civilians; officers only can buy them. No parcels or goods are permitted to come by rail except by the quartermasters' orders. Factories unable to obtain coal will be obliged to close.

Marshal Bazaine is sending everywhere for maps of Bavaria.

The military chest arrived this morning. All the money is in gold, which shows that the French intend to quit the territory immediately, and carry on the campaign where French notes will not be taken.

Great importance is attached here to the gumbouts, which will be used as they were in the American war, and will act on the Rhine and Moselle, and possibly on the Saar, should the Prussians defend that stream. Each gumbout carries one heavy gun, manned by twelve men, and commanded by a lieutenant. It is believed that the Prussians have no gumbouts.

Everything is quiet in Luxembourg. Communication with Germany is easy. The French officers boast that they have a million of men between Thionville and Strasbourg.

Passes to newspaper correspondents are still rigidly refused. General Bazaine sends to all applications a written reply, as follows: "The formal orders of the Emperor prohibit the granting of any authorization to follow the headquarters to any person not belonging to the army. I have, therefore, no power to grant the request you have done me the honor to make, and can only refer you to the decision of the Major-General of the Army."

The Paris correspondent of the Tribune writes, under date of the 25th, that the Emperor was expected to leave quietly for the front last night, but he did not go. His departure will probably be delayed some days. It is certain that he is ill.

PARIS, July 25.—Midnight.—Austria has issued a proclamation of neutrality similar to that made by Russia.

BERLIN, July 25.—The official journal publishes a manifesto from King William, thanking the people for the innumerable expressions in favor of German unity and independence received from all parts of Germany, and even from America. The King pledges himself to act in accordance with the expressed wishes of the people for the benefit of the entire Fatherland, and for the elevation of its princes and people, thus conciliating all opposition. He concludes by saying that in the right and unity of Germany is a new assurance that the war will lead to durable peace, and to the completion of German unity and independence.

PARIS, July 25.—The Journal Officiel of this morning contains the following declaration:—The French Government has issued orders that in the prosecution of the war the commanders of the French forces will scrupulously regard with respect the neutral powers, rules of international right, and that they especially conform to the principles of the declaration of the Paris Congress of 1856, as follows:—"Privateering is abolished. A neutral flag protects an enemy's merchandise, except contraband of war. Merchandise of a neutral, except contraband of war, is not seizable under a foreign flag. The blockade must be effective, although Spain and the United States did not adhere to the declaration of 1856. French vessels will not seize property of the enemy when such property is in the charge of a Spanish or American vessel, provided it is not contraband of war. France will no longer claim the right to confiscate the property of Americans or Spaniards found on board vessels of an enemy."

The Journal Officiel announces that the Minister of War has given instructions to commence putting in a state of defense and readiness for active service the old fortifications of Paris and forts beyond the present line of works. The Journal also reports that, in spite of the interdiction pronounced by the Government, certain journals continue to give news of military operations to the great detriment of the national cause. The Government had hoped the appeal made to their patriotism would be regarded. It will be a matter of regret if force shall be found necessary to secure the recognition of the law.

LONDON, July 25.—P. M.—The French base of operations extends from Strasburg to Thionville, a few miles north of Metz. The centre is between Bitchie and St. Avold.

The second line at Metz is capable of expansion to the centre and to Thionville. Up to this hour no report of any general engagement has been received here.

LONDON, July 25.—The secret treaty which was projected between France and Prussia monopolizes the attention here of the public and Parliament. Intense indignation is manifested at the duplicity of the powers concerned. The action of Napoleon is considered insulting to England. Ignorance of the negotiation is professed at the French embassy.

Schr E. H. Blockson, Morris, 1 day from Little Creek Landing, Del., with grain to Jos. E. Palmer. Schr Heald, Trax, 1 day from Leipzig, Del., with grain to Jos. E. Palmer.

Correspondence of The Evening Telegraph. EASTON & McMAHON'S BULLETIN. NEW YORK OFFICE, July 25.—Five barges leave in tow to-night, for Baltimore, light.

BALTIMORE BRANCH OFFICE, July 25.—The following barges leave in tow to-night, eastward:—The Ann McCauley, W. S. Burton, and W. T. Blessing did not get away Saturday evening, but will leave this evening with Myrtle, Osprey, James McMahon, Ella Barker, Ella, and E. Downer, all with coal for New York.

The A. O. Buck, Estelle, and Fannie Goddard left in Saturday night's tow. L. S. C.

Special Despatch to The Evening Telegraph. HAVRE-DE-GRACE, July 25.—The following boats left this morning in tow:—Harry, with lumber to Rice & Co. Sellins Grove, with lumber to R. Woolverton. George Craig, with lumber to Craig & Blanchard.

Special Despatch to The Evening Telegraph. (By Telegraph.) LEWIS, Del., July 25.—A. M.—Passed in yesterday, Schr James M. Flanagan, from Clentworth, and two towed barges.

In the harbor, brig Harry Stewart, from Canary Islands, for orders; one sch, and steamer America, 4:40 P. M.—Passed out to-day, bark Princess Alexandra and brig Adelaide.

MEMORANDA. Ship Castine, Wilson, from Antwerp for Philadelphia, was spoken by the schooner Morning Star, ship Queen of Scots, Smith, from Antwerp for Philadelphia, sailed from Fishing Roads 7th inst.

Ship British America, Lockhart, hence, at Antwerp 24th inst. Steamer Herman Livingston, from New York, arrived at Savannah yesterday.

Steamer Baltimore, Voecker, from New York, arrived at Savannah yesterday. Steamer Nevada, Green, from New York 13th inst.

Steamer Manhattan, Forsyth, from Liverpool 13th inst., at New York yesterday. Steamer St. Cid, Nickerson, at Wilmington, N. C., yesterday.

Steamer Hoop, Hughes, hence for Annapolis Point, passed Holmes Hole 22d inst.

Steamer Baltimore, Voecker, from Baltimore 13th inst., for Bremen, was seen 19th, lat. 41.47, long. 64.14. Steamer Hercules, Ketchum, for Philadelphia, at Georgetown, D. C., 23d inst.

Steamer Achilles, Colburn, cleared at Portland 23d inst., for Georgetown, D. C. Br. steamer Barina, Le Messurier, fm New York 13th inst., at Georgetown 7 P. M., 24th, and proceeded for Liverpool.

Br. steamer City of Brussels, Kennedy, from New York 13th inst., at Georgetown 7 P. M., 24th, and proceeded for Liverpool.

Br. bark J. W. Bares, Davison, for Philadelphia, cleared at Baltimore 22d inst.

Nor. bark Columbia, Foss, hence, at Brouwershaven 19th inst.

Dan. bark Marienlyst, Ginge, hence, in the Sound, Elsinore, 7th inst., for Danzig.

Br. bark Royal Charlie, Potter, hence for Hamburg, was seen 19th, lat. 41.47, long. 64.14. Br. bark Richmond, Colburn, cleared at Portland 23d inst., for Georgetown, D. C.

Br. bark Sea Breeze, Mottatt, from Liverpool for Philadelphia, sailed from Waterford 23d inst., having respired.

Nor. brig Martha, Monterson, hence for Barcelona, was spoken by the schooner Morning Star 23d inst.

Schr William B. Dennis, Lake, hence, at Providence 23d inst.

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SHIPPING. LORILLARD'S STEAMSHIP LINE FOR NEW YORK.

SAILING EVERY TUESDAY, THURSDAY, AND SATURDAY.

are now receiving freight at the following rates:— 5 cents per 100 pounds, 2 cents per foot, or 1-1/2 cent per gallon, ship options.

INSURANCE & OF FIRE. Extra rates on small packages iron, metals, etc. No receipt or bill of lading signed for less than 50 cents.

The line would call attention of merchants generally to the fact hereafter the regular steppers by this line will be charged only 10 cents per 100 lbs., or 4 cents per foot, during the winter season.

For further particulars apply to JOHN E. OHL, PIER 15, NORTH WHARVES.

PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COMPANY'S REGULAR SEMI-MONTHLY LINE TO NEW ORLEANS.

The YAZOO will sail for New Orleans direct, on Thursday August 15, at 5 A. M.

The YAZOO will sail from New Orleans, via Havana on Friday, August 5, at 5 A. M.

THROUGH BILLS OF LADING at as low rates as by any other route given to Mobile, Galveston, Indianola, I. vacca, and Brazos, and to all points on the Mississippi river, between New Orleans and Louisiana, Red River route, reshipped at New Orleans without charge of commission.

WEEKLY LINE TO SAVANNAH, GA. The TOMAWAG will sail from Savannah on Saturday, July 25, at 10 A. M.

THE WYOMING will sail for Savannah on Saturday, July 25, at 10 A. M.

THROUGH BILLS OF LADING given to all the principal towns in Georgia, Alabama, Florida, Mississippi, Louisiana, Texas, Arkansas, and Louisiana, Red River route, reshipped at New Orleans without charge of commission.

SEMI-MONTHLY LINE TO WILMINGTON, N. C. The PIONEER will sail for Wilmington on Tuesday, August 2, at 5 A. M.

Connects with the Cape Fear River Steamboat Company, Wilmington, and North Carolina Railroad, and the Wilmington and Manchester Railroad.

Freights for Columbia, S. C., and Augusta, Ga., taken via Wilmington, at as low rates as by any other route.

Insurance Co. Hazard, 100 shares stock, \$100,000. Bills of lading signed at Queen street wharf on or before day of sailing.

WILLIAM L. JAMES, General Agent, No. 130 South THIRD Street.

THE REGULAR STEAMSHIPS OF THE PHILADELPHIA AND CHARLESTON STEAMSHIP LINE are authorized to receive bills of lading to interior points South and West in connection with South Carolina Railroad Company.

PHILADELPHIA AND CHARLESTON STEAMSHIP LINE. This line is now composed of the following first-class Steamships, sailing from PIER 17, below Spruce street, on FRIDAY of each week at 3 A. M.

ASHLAND, 500 tons, Captain Crowell. J. W. EVERMAN, 425 tons, Captain Hinckley. PROMETHEUS, 400 tons, Captain Gray.

Prometheus, Friday, July 1. W. Everman, Monday, July 5. Prometheus, Friday, July 15. J. W. Everman, Friday, July 22.

Through bills of lading given to Columbia, S. C., the interior of Georgia, and all points South and Southwest.

Freights forwarded with promptness and despatch. Rates as low as by any other route.

Insurance one-half per cent., effected at the office in case of loss.

No freight received nor bills of lading signed after 3 P. M. on day of sailing.

BOULDER & ADAMS, Agents, No. 3 DOCK Street, OR WILMINGTON, P. M., CLYDE & CO., Agents, No. 12 S. WHARVES.

WILLIAM A. COURTENAY, Agent, No. 62 S. WHARVES.

PHILADELPHIA, RICHMOND, AND NORFOLK STEAMSHIP LINE. THROUGH FREIGHT AIR LINE TO THE SOUTH AND WEST.

Improved facilities and reduced rates for 1870.

Steamers leave every WEDNESDAY and SATURDAY at 12 o'clock noon, from FIRST WHARF above MARKET street.

RETURNING, leave RICHMOND MONDAYS and THURSDAYS, and NORFOLK TUESDAYS and SATURDAYS.

No bills of lading signed after 12 o'clock on sailing days.

THROUGH RATES to all points in North and South Carolina, via Beaufort, and to Lynchburg, Va., connecting at Norfolk, and to Lynchburg, Va., and to Richmond, Va., via Virginia and Tennessee Air Line and Richmond Steam Ship Company.

Freight HANDED BUTOROK and taken at LOWER RATES than by any other route.

Freights for commission, drayage, or any expense of transfer.

Freights in specie at lowest rates.

State Room accommodations for passengers.

WILLIAM P. CLYDE & CO., No. 12 S. WHARVES and Pier 17, N. WHARVES. W. F. FORBES, Agent, No. 12 S. WHARVES. T. F. CROWELL & CO., Agents at Norfolk.

FOR LIVERPOOL AND QUEENSTOWN.—LINMAN LINE of Royal Mail Steamers are appointed to sail as follows:— City of Antwerp (via Halifax), Tuesday, July 26, at 1 P. M.

City of Paris, Saturday, July 30, at 1 P. M. City of London, Saturday, August 6, at 1 P. M.

City of Halifax, Tuesday, August 9, at 1 P. M. and each succeeding Saturday and alternate Tuesday, from Pier No. 45 North River.

Payable in gold. Payable in currency. First Cabin, \$75. Steerage, \$35. To London, \$150. To Liverpool, \$100. To Halifax, \$20. To Antwerp, \$20. To Paris, \$20. To London, \$150. Passengers also forwarded to Havre, Hamburg, Bremen, etc., at moderate rates by persons wishing to send for their friends.

For further information apply at the company's office.

JOHN G. DALE, Agent, No. 15 Broadway, N. Y.; Or to O'DONNELL & PAUL, Agents, No. 45 NORTH CHESTNUT Street, Philadelphia.

INSURANCE. DELAWARE MUTUAL SAFETY INSURANCE COMPANY, Incorporated by the Legislature of Pennsylvania, 1836.

Office southeast corner of THIRD and WALNUT Streets, Philadelphia.

MARINE INSURANCES. On Vessels, Cargo and Freight to all parts of the world.

INLAND INSURANCES. On goods by river, canal, lake and land carriage all parts of the Union.

FIRE INSURANCES. Merchandise generally; on Stores, Dwellings, Houses, etc.

ASSETS OF THE COMPANY November 1, 1869. \$500,000 United States Five Per Cent. Loan, ten-forties, \$216,000 00

100,000 United States Six Per Cent. Loan (awful money), 107,700 00

80,000 United States Six Per Cent. Loan, 1851, 80,000 00

100,000 State of Pennsylvania Six Per Cent. Loan (exempt from tax), 113,900 00

100,000 State of New Jersey Six Per Cent. Loan, 100,000 00

50,000 Pennsylvania Railroad First Mortgage Six Per Cent. Bonds, 45,000 00