

SPRIT OF THE PRESS.

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

THE DIFFERENCE.

From the N. Y. Sun.

The declining fortunes of France offer a fresh illustration of the ever-shifting fate of nations. France, like England, has been for many centuries at the head of civilization, and like Greece and Rome of old, they seemed to be destined to rule the universe for all time to come.

America, Russia, and Germany are the new great powers which begin to overshadow the fame and the prestige of France and Great Britain. Italy, too, with her capital transferred to Rome, will make good her claim to a prominent place in the new galaxy of ruling nations.

Both in France and in England the masses are in almost as miserable and benighted a condition as they were in the days of the Stuarts and the Capets. Indeed, whatever may have been the degree of feignings of freedom which has hovered round the military imperialism of Bonapartized France, or what may be the seeming power of the ruling landed and monetary oligarchy of England, both these nations are decidedly inferior to Germany.

To us the lesson comes home in this, that all the pretensions of our sporting, fashionable, shabby, corrupt, and criminal classes are symptoms of national decadence; and that our only claim to a high place among civilized nations rests upon the enlightenment of the masses of the American people, upon their independence and moral and what working classes, and upon the steady progress of education and moral and intellectual culture.

GERMAN UNITY AND AMERICAN SYMPATHY.

From the N. Y. World.

It is a little difficult to see precisely on what grounds Americans are invited to bestow their "sympathies" specially on the Germans in the present European war. The German race has so many and such solid claims on the respect and even on the affection of mankind, it has done so much to enlighten, to adorn, and to smooth human life, that he could hardly be a friend of his kind, or an intelligent believer in the principles of civilization who should wish harm to come to Germany.

That the common people of Germany should believe a German victory over France to be essential to the maintenance of German independence is natural enough. France under Louis XIV. and France under Napoleon I impressed the belief in blood and fire upon the German popular heart.

But the more enlightened classes of Germany know, what is perfectly evident to the enlightened classes of all other countries, that there has never been the slightest real danger of any attempt at repeating these exploits on the part of the actual Government of France. The loudest organs of Count Bismarck in the present war do not pretend that Germany went to war to prevent Napoleon III from annexing Baden or the Palatinate by force to France.

But if it were true, how contemptible a pretext would such a matter offer in the middle of the nineteenth century for so awful an unmeaning of the vials of wrath as now makes desolate the fair plains of Lorraine and the hilly woodlands of Champagne!

Nor is it much more satisfactory to be told that we must go with Germany in all her hot emotions in this crisis of her fate because her unity is at stake, and her unity is the hope of Continental progress.

yet demonstrated by any means that this war will finally accomplish German unity. German unity, so far as it has become even approximately a fact in our times, has been fostered and developed, not by war, but by peace—not by noisy alliances for battle, but by the unobscured influences of the Zollverein. The "force of events" and the progress of liberal ideas in Germany during the past ten years were working steadily and rapidly enough towards the idea of unity of Germany.

The European war seems likely to prove a severe trial of British court etiquette in regard to public business. According to that etiquette, the sovereign is not only the head of the State politically, but is the centre around which all the machinery of Government revolves. Hence the personal sanction, by signature, of the Queen must be given to all public acts, or they must be ratified by her presence.

It might be supposed, then, that the court would remain at Windsor, as so occasionally facilitate official labors, arduous at the best. The Queen, however, has not resided in London for several years. The Minister who waits upon her on business must go to Windsor—double the distance that Versailles is from Paris—or to Osborne, or the Isle of Wight, or Balmoral, in the wilds of Scotland, and twenty miles from railroad communication.

THE FAILURE OF DESPOTISM.

From the N. Y. Tribune.

There has been the greatest possible activity in raising troops throughout the different Departments of France during the last few weeks. The orders issued by the Military Directory at Paris required the local authorities to forward all arms-bearing men to the capital with the utmost celerity. We have had accounts of bodies of these hastily-raised levies moving from the southern and central parts of France to enter the ranks of the active army, and large numbers of them were sent from Paris to MacMahon.

But, after all, it is remarkable how slowly and unwillingly the people of France respond to the urgent calls of the Government to come forward in defense of the country against the invading German armies. The population of France is forty millions, and the French have always been accounted the most martial people in Europe.

So far as we can judge, there have not been more than 350,000 troops engaged in the active operations under Bazaine and MacMahon, and the forces defending Paris, with the troops stationed at other points, are estimated at numbering less than 500,000 men. This is certainly a poor display for a military country like France.

There is no doubt that the last thirty days have seen a great patriotic enlistment of at least a million Frenchmen for the defense of their imperiled country? Why are not such scenes witnessed in France as we became familiar with in this country during our own great war a few years ago? We had no reputation as a military people. We had the most clumsy and inefficient machinery for raising troops.

The Government of France, as it has existed for nearly twenty years under the despotism of Louis Napoleon, has been wholly dependent upon the military power for its existence. But it was a great army, and not a martial people, that the Emperor required or desired. He has done all in his power to repress the ideas and practices which at this time would have given France a dozen patriotic armies for its defense.

The results of his prohibition of the use of arms are also painfully visible. The levies which have been hastily raised are utterly incapable of handling the guns which have been given to them. It is just as well that they have only old muskets, for they can learn to use these more quickly than the chapeaux. But what value are either shot-guns or chapeaux in the hands of people who know nothing whatever of them, and who certainly cannot now make them of any avail against the triumphant armies of Germany?

endangered if the people of France had been allowed to possess or use arms; and now France is paying the penalty of having an Emperor whose strength was dependent on the country's weakness. When public spirit and political vitality are crushed, it is not in a day that they can be revived; nor is it possible for a people unaccustomed to arms to learn their use when an enemy is at their throat.

VICTORIA AS AN OBSTRUCTIVE.

From the N. Y. Times.

The European war seems likely to prove a severe trial of British court etiquette in regard to public business. According to that etiquette, the sovereign is not only the head of the State politically, but is the centre around which all the machinery of Government revolves. Hence the personal sanction, by signature, of the Queen must be given to all public acts, or they must be ratified by her presence.

It might be supposed, then, that the court would remain at Windsor, as so occasionally facilitate official labors, arduous at the best. The Queen, however, has not resided in London for several years. The Minister who waits upon her on business must go to Windsor—double the distance that Versailles is from Paris—or to Osborne, or the Isle of Wight, or Balmoral, in the wilds of Scotland, and twenty miles from railroad communication.

DECLINE OF POLITICAL LIFE IN THE UNITED STATES.

From the Missouri (St. Louis) Republican.

In alluding to the many symptoms which indicate a weakening of political life in the United States, we have in a few lines manifest tendencies which do not allow of any misunderstanding. By centralizing the powers of the various States and of the people themselves into what is usually called a strong government, a large element in political life was lost.

The imperishable perfume!—As a rule, the perfumes now in use have no permanency. An hour's use of them leaves no trace of perfume left. How different is the result succeeding the use of MURRAY & LANMAN'S ROYAL WATER, which, after one day's application, the handkerchief exhales a most delightful, delicate, and agreeable fragrance.

THE IMPERISHABLE PERFUME!—As a rule, the perfumes now in use have no permanency. An hour's use of them leaves no trace of perfume left. How different is the result succeeding the use of MURRAY & LANMAN'S ROYAL WATER, which, after one day's application, the handkerchief exhales a most delightful, delicate, and agreeable fragrance.

THE UNION FIRE EXTINGUISHER COMPANY OF PHILADELPHIA Manufacture and sell the Improved, Portable Fire Extinguisher. Always Reliable.

TREGO'S TEABERRY TOOTHWASH. It is the most pleasant, cheapest and best dentifrice extant. Warranted free from injurious ingredients. Cleanses and whitens the teeth, invigorates and soothes the Gums! Purifies and Perfumes the Breath! Prevents Accumulation of Tartar, and Cleanses and Purifies Artificial Teeth! Is a Superior Article for Children!

QUEEN FIRE INSURANCE COMPANY, LONDON AND LIVERPOOL. SABLE, ALLEN & DULLES, Agents, 21 FIFTH and WALNUT Streets.

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 NATIONAL 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.

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 NATIONAL 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.

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 NATIONAL 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.

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 NATIONAL 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.

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 NATIONAL 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.

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 NATIONAL 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.

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 NATIONAL 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.

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 NATIONAL 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.

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 NATIONAL 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.

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 NATIONAL 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.

Special Notices. OFFICE OF THE SCHUYLKILL NAVIGATION COMPANY, NO. 417 WALNUT STREET. NOTICE—Holders of Certificates of this Company's Loans of 1874, 1875, and Bond and Car Loans of 1863 and 1864, are requested to present them on and after September 1, 1870, at this office, in order to receive commissions therefor on the new Certificates as guaranteed by the Philadelphia and Reading Railroad Company.

NOTICE—Holders of Certificates of this Company's Loans of 1874, 1875, and Bond and Car Loans of 1863 and 1864, are requested to present them on and after September 1, 1870, at this office, in order to receive commissions therefor on the new Certificates as guaranteed by the Philadelphia and Reading Railroad Company.

NOTICE—Holders of Certificates of this Company's Loans of 1874, 1875, and Bond and Car Loans of 1863 and 1864, are requested to present them on and after September 1, 1870, at this office, in order to receive commissions therefor on the new Certificates as guaranteed by the Philadelphia and Reading Railroad Company.

NOTICE—Holders of Certificates of this Company's Loans of 1874, 1875, and Bond and Car Loans of 1863 and 1864, are requested to present them on and after September 1, 1870, at this office, in order to receive commissions therefor on the new Certificates as guaranteed by the Philadelphia and Reading Railroad Company.

NOTICE—Holders of Certificates of this Company's Loans of 1874, 1875, and Bond and Car Loans of 1863 and 1864, are requested to present them on and after September 1, 1870, at this office, in order to receive commissions therefor on the new Certificates as guaranteed by the Philadelphia and Reading Railroad Company.

NOTICE—Holders of Certificates of this Company's Loans of 1874, 1875, and Bond and Car Loans of 1863 and 1864, are requested to present them on and after September 1, 1870, at this office, in order to receive commissions therefor on the new Certificates as guaranteed by the Philadelphia and Reading Railroad Company.

NOTICE—Holders of Certificates of this Company's Loans of 1874, 1875, and Bond and Car Loans of 1863 and 1864, are requested to present them on and after September 1, 1870, at this office, in order to receive commissions therefor on the new Certificates as guaranteed by the Philadelphia and Reading Railroad Company.

NOTICE—Holders of Certificates of this Company's Loans of 1874, 1875, and Bond and Car Loans of 1863 and 1864, are requested to present them on and after September 1, 1870, at this office, in order to receive commissions therefor on the new Certificates as guaranteed by the Philadelphia and Reading Railroad Company.

NOTICE—Holders of Certificates of this Company's Loans of 1874, 1875, and Bond and Car Loans of 1863 and 1864, are requested to present them on and after September 1, 1870, at this office, in order to receive commissions therefor on the new Certificates as guaranteed by the Philadelphia and Reading Railroad Company.

NOTICE—Holders of Certificates of this Company's Loans of 1874, 1875, and Bond and Car Loans of 1863 and 1864, are requested to present them on and after September 1, 1870, at this office, in order to receive commissions therefor on the new Certificates as guaranteed by the Philadelphia and Reading Railroad Company.

NOTICE—Holders of Certificates of this Company's Loans of 1874, 1875, and Bond and Car Loans of 1863 and 1864, are requested to present them on and after September 1, 1870, at this office, in order to receive commissions therefor on the new Certificates as guaranteed by the Philadelphia and Reading Railroad Company.

NOTICE—Holders of Certificates of this Company's Loans of 1874, 1875, and Bond and Car Loans of 1863 and 1864, are requested to present them on and after September 1, 1870, at this office, in order to receive commissions therefor on the new Certificates as guaranteed by the Philadelphia and Reading Railroad Company.

NOTICE—Holders of Certificates of this Company's Loans of 1874, 1875, and Bond and Car Loans of 1863 and 1864, are requested to present them on and after September 1, 1870, at this office, in order to receive commissions therefor on the new Certificates as guaranteed by the Philadelphia and Reading Railroad Company.

NOTICE—Holders of Certificates of this Company's Loans of 1874, 1875, and Bond and Car Loans of 1863 and 1864, are requested to present them on and after September 1, 1870, at this office, in order to receive commissions therefor on the new Certificates as guaranteed by the Philadelphia and Reading Railroad Company.

NOTICE—Holders of Certificates of this Company's Loans of 1874, 1875, and Bond and Car Loans of 1863 and 1864, are requested to present them on and after September 1, 1870, at this office, in order to receive commissions therefor on the new Certificates as guaranteed by the Philadelphia and Reading Railroad Company.

NOTICE—Holders of Certificates of this Company's Loans of 1874, 1875, and Bond and Car Loans of 1863 and 1864, are requested to present them on and after September 1, 1870, at this office, in order to receive commissions therefor on the new Certificates as guaranteed by the Philadelphia and Reading Railroad Company.

NOTICE—Holders of Certificates of this Company's Loans of 1874, 1875, and Bond and Car Loans of 1863 and 1864, are requested to present them on and after September 1, 1870, at this office, in order to receive commissions therefor on the new Certificates as guaranteed by the Philadelphia and Reading Railroad Company.

NOTICE—Holders of Certificates of this Company's Loans of 1874, 1875, and Bond and Car Loans of 1863 and 1864, are requested to present them on and after September 1, 1870, at this office, in order to receive commissions therefor on the new Certificates as guaranteed by the Philadelphia and Reading Railroad Company.

NOTICE—Holders of Certificates of this Company's Loans of 1874, 1875, and Bond and Car Loans of 1863 and 1864, are requested to present them on and after September 1, 1870, at this office, in order to receive commissions therefor on the new Certificates as guaranteed by the Philadelphia and Reading Railroad Company.

NOTICE—Holders of Certificates of this Company's Loans of 1874, 1875, and Bond and Car Loans of 1863 and 1864, are requested to present them on and after September 1, 1870, at this office, in order to receive commissions therefor on the new Certificates as guaranteed by the Philadelphia and Reading Railroad Company.

NOTICE—Holders of Certificates of this Company's Loans of 1874, 1875, and Bond and Car Loans of 1863 and 1864, are requested to present them on and after September 1, 1870, at this office, in order to receive commissions therefor on the new Certificates as guaranteed by the Philadelphia and Reading Railroad Company.

NOTICE—Holders of Certificates of this Company's Loans of 1874, 1875, and Bond and Car Loans of 1863 and 1864, are requested to present them on and after September 1, 1870, at this office, in order to receive commissions therefor on the new Certificates as guaranteed by the Philadelphia and Reading Railroad Company.

NOTICE—Holders of Certificates of this Company's Loans of 1874, 1875, and Bond and Car Loans of 1863 and 1864, are requested to present them on and after September 1, 1870, at this office, in order to receive commissions therefor on the new Certificates as guaranteed by the Philadelphia and Reading Railroad Company.

NOTICE—Holders of Certificates of this Company's Loans of 1874, 1875, and Bond and Car Loans of 1863 and 1864, are requested to present them on and after September 1, 1870, at this office, in order to receive commissions therefor on the new Certificates as guaranteed by the Philadelphia and Reading Railroad Company.

NOTICE—Holders of Certificates of this Company's Loans of 1874, 1875, and Bond and Car Loans of 1863 and 1864, are requested to present them on and after September 1, 1870, at this office, in order to receive commissions therefor on the new Certificates as guaranteed by the Philadelphia and Reading Railroad Company.

NOTICE—Holders of Certificates of this Company's Loans of 1874, 1875, and Bond and Car Loans of 1863 and 1864, are requested to present them on and after September 1, 1870, at this office, in order to receive commissions therefor on the new Certificates as guaranteed by the Philadelphia and Reading Railroad Company.

NOTICE—Holders of Certificates of this Company's Loans of 1874, 1875, and Bond and Car Loans of 1863 and 1864, are requested to present them on and after September 1, 1870, at this office, in order to receive commissions therefor on the new Certificates as guaranteed by the Philadelphia and Reading Railroad Company.

NOTICE—Holders of Certificates of this Company's Loans of 1874, 1875, and Bond and Car Loans of 1863 and 1864, are requested to present them on and after September 1, 1870, at this office, in order to receive commissions therefor on the new Certificates as guaranteed by the Philadelphia and Reading Railroad Company.

NOTICE—Holders of Certificates of this Company's Loans of 1874, 1875, and Bond and Car Loans of 1863 and 1864, are requested to present them on and after September 1, 1870, at this office, in order to receive commissions therefor on the new Certificates as guaranteed by the Philadelphia and Reading Railroad Company.

NOTICE—Holders of Certificates of this Company's Loans of 1874, 1875, and Bond and Car Loans of 1863 and 1864, are requested to present them on and after September 1, 1870, at this office, in order to receive commissions therefor on the new Certificates as guaranteed by the Philadelphia and Reading Railroad Company.

NOTICE—Holders of Certificates of this Company's Loans of 1874, 1875, and Bond and Car Loans of 1863 and 1864, are requested to present them on and after September 1, 1870, at this office, in order to receive commissions therefor on the new Certificates as guaranteed by the Philadelphia and Reading Railroad Company.

NOTICE—Holders of Certificates of this Company's Loans of 1874, 1875, and Bond and Car Loans of 1863 and 1864, are requested to present them on and after September 1, 1870, at this office, in order to receive commissions therefor on the new Certificates as guaranteed by the Philadelphia and Reading Railroad Company.

NOTICE—Holders of Certificates of this Company's Loans of 1874, 1875, and Bond and Car Loans of 1863 and 1864, are requested to present them on and after September 1, 1870, at this office, in order to receive commissions therefor on the new Certificates as guaranteed by the Philadelphia and Reading Railroad Company.

POLITICAL. FOR SHERIFF. WILLIAM R. LEEDS, TENTH WARD. (T 11 1/2) FOR REGISTER OF WILLS, 1870. WILLIAM M. BUNN, SIXTEENTH WARD. Late Private Company E, 7th P. V. (T 11 1/2) FOR SALE. THE STORE PROPERTY No. 722 CHESTNUT STREET, Twenty-five feet front, one hundred and forty-five feet deep to Bennett street. Back buildings five stories high. Apply on the premises between 10 and 12 A. M. THOMAS S. FLETCHER, 12 10 1/2 DELANEO, N. J. MAPLE LAWN. Beautiful Country Seat at Holmesburg. ESTATE OF GEORGE W. BENNERS, Deceased. Containing 8 acres; large frontage. Part could be cut into building lots. Good improvements, convenient to station, schools, churches, and stores. For sale on easy terms. Apply to EDWIN H. FITLER, EXECUTOR, 725 1/2 sth St., No. 23 North WATER Street. BROAD STREET PROPERTY FOR SALE. HANDSOME BROWN-STONE RESIDENCE, southwest corner of Broad and Thompson streets, three stories, with French roof, containing all modern improvements, newly frescoed and painted throughout. ALSO, HANDSOME BROWN-STONE RESIDENCE, west side of Broad, above Master street, nearly finished; lot 60 by 200 feet to Carlisle street. ALSO, Lot west side Broad, above Vine street, 100 by 200 feet. ALSO, west side Broad, above Thompson street, 100 by 200 feet. ALSO, east side Broad street, 100 by 200 feet to Thirteenth street. ALSO, LARGE BUILDING on Dock street, known as "Jones Hotel," will be rented and altered to suit tenant. R. J. DOBINS, Ledger Building. FOR SALE OR EXCHANGE FOR CITY PROPERTY, one of the BEST FARMS IN the country. R. J. DOBINS, Ledger Building. TO RENT. TO RENT—THE STORE, NO. 722 CHESTNUT Street. Apply on the premises between 10 and 12 o'clock A. M. RARE CHANCE TO GET INTO BUSINESS. HOUSES and LOTS wanted in exchange for Merchandise at wholesale prices. Address immediately, FINLEY, 69 "Ledger" Office. TO RENT—THREE-STORY DWELLING, with back buildings, situated in COCKSPURGE Street, No. 181, between Front and Second streets, with all the modern improvements. Apply to ARON HURLEY, No. 208 E. SEVENTH Street. WANTED TO RENT—A FIRST-CLASS House, between Broad and Twentieth, Pine and Vine streets. Address P. O. Box 1623, Philadelphia. 5 29 1/2 ART EXHIBITION. ON FREE EXHIBITION AT CHAS. F. HASELTINE'S GALLERY, No. 1125 CHESTNUT STREET, BRAUN'S FAMOUS PANORAMIC VIEWS of Berlin, Potsdam, Charlottenburg, Coblenz, Heidelberg, Jena, Weimar, Erfurt, Ems, Baden-Baden, Weisbaden, Brüssel, Amsterdam, Waterloo, Liege, Ypres, Rotterdam, Utrecht, etc. A complete set of the Berlin Museums, and interior views of all the rooms in the various royal palaces of Prussia. Particular attention is drawn to the fact that in a few days 100 views on the Rhine and its fortifications, as never before seen, will be exhibited. 11 10 THE FINE ARTS. COLLEGE OF ST. BORBOME. NEW PHOTOGRAPHIC VIEWS OF ST. BORBOME COLLEGE. For the Stereoscope, 25 cents each. Also, Larger, Mounted, 50 cents each. THE BEST MAP OF THE SEAT OF WAR IN EUROPE. \$1.50 EACH. DICKENS' LAST PORTRAIT. JAMES S. EARLE & SONS, Looking-Glass Warerooms and Gallery of Paintings, No. 816 CHESTNUT STREET, PHILADELPHIA. WHISKY, WINE, ETC. CARSTAIRS & McALL, Importers of Brandies, Wines, Gin, Olive Oil, Etc., Wholesale Dealers in PURE RYE WHISKIES. IN BOND AND TAX PAID. WILLIAM ANDERSON & CO., DEALERS IN Fine Whiskies, No. 146 North SECOND Street, Philadelphia. SHIPPING. FOR LIVERPOOL AND QUEENS TOWN.—Inman Line of Royal Mail Steamers are appointed to sail as follows:— City of London, Tuesday, August 30, at 2 P. M. City of Paris, Saturday, September 3, at 12 M. City of Cork (via Halifax), Tuesday, Sept. 6, at 1 P. M. City of Antwerp, Thursday, Sept. 8, at 1 P. M. City of London, Saturday, September 10, at 2 P. M. and each succeeding Saturday and alternate Tuesday, from pier 10, 45 North River. RATES OF PASSAGE. Payable in gold. Payable in currency. First Cabin, \$10 Steerage, \$30 To London, 80 To London, 25 To Paris, 90 To Paris, 35 To Halifax, 80 To Halifax, 35 Passengers also forwarded to Havre, Hamburg, Bremen, etc., at reduced rates. Tickets can be bought here at moderate rates by persons wishing to send for their friends. For further information apply at the company's office. JOHN G. DALE, Agent, No. 15 Broadway, N. Y.; or to O'HOSNELL & FAULK, Agents, No. 409 CHESTNUT Street, Philadelphia.

SHIPPING. FOR TEXAS PORTS.—THE STEAMSHIP ACHILLES will sail for New Orleans direct on TUESDAY, September 6, at 8 A. M. Through bills of lading given, in connection with Morgan's Lines, from New Orleans to Mobile, Galveston, Indianola, Lavaca, and Brazos, at as low rates as by any other route. Through bills of lading also given to all points on the Mississippi river between New Orleans and St. Louis, in connection with the St. Louis and New Orleans Packet Company. For further information apply to WM. L. JAMES, General Agent, No. 139 S. THIRD Street. LORILLARD STEAMSHIP COMPANY. FOR NEW YORK, SAILING EVERY TUESDAY, THURSDAY, AND SATURDAY, ARE NOW RECEIVING FREIGHT AT FIVE CENTS PER 100 POUNDS, TWO CENTS PER CUBIC FT. OR HALF CENT PER GALLON, SHIP'S OPTION. Extra rates on small packages iron, metals, etc. No receipt or bill of lading signed for less than fifty cents. NOTICE.—On and after September 15th by this Company, one cent per 100 pounds or 4 cents per foot, ship's option; and regular shippers by this line will only be charged the above rate all winter. Winter rates commencing December 1st. For further particulars apply to JOHN F. O'NEILL, PIER 19 NORTH WHARVES. THE REGULAR STEAMSHIPS ON THE PHILADELPHIA AND CHARLESTON STEAMSHIP LINE are ALONE authorized to issue through bills of lading to Boston, Portland, New York, and in connection with South Carolina Railroad Company, ALFRED L. TYLER, Vice-President So. C. RR. CO. PHILADELPHIA AND CHARLESTON STEAMSHIP LINE. This line is now composed of the following draught Steamships, sailing from PIER 17, below Spruce street, on FRIDAY of each week at 3 A. M.: ASHLAND, 890 tons, Captain Crowell. J. W. EVERMAN, 692 tons, Captain Hinckley. SALVO, 600 tons, Captain Ashcroft. SEPTEMBER, 1870. J. W. EVERMAN, Friday, Sept. 2. SALVO, Friday, Sept. 3. J. W. EVERMAN, Friday, Sept. 15. SALVO, Friday, Sept. 16. J. W. EVERMAN, Friday, Sept. 23. SALVO, Friday, Sept. 24. 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. Insurance one-half per cent, effected at the office in first-class companies. No receipt or bill of lading signed on day of sailing. SOUDER & ADAMS, Agents, No. 139 S. THIRD Street, Philadelphia. Or WILLIAM F. CLYDE & CO., No. 12 S. WHARVES. WILLIAM A. COURTENAY, Agent in Charleston. PHILADELPHIA AND SOUTHERN RAILROAD SEMI-MONTHLY LINE TO NEW YORK. The PHILADELPHIA will sail for New Orleans direct, on Tuesday September 5, at 8 A. M. The YAZOO will sail from New Orleans, via Havana, on September 10. THROUGH BILLS OF LADING at as low rates as by any other route given to all points on the Mississippi river between New Orleans and St. Louis, in connection with the Central Railroad of Georgia, Atlantic and Gulf Railroad, and Florida steamers, at as low rates as by competing lines. WEEKLY LINE TO SAVANNAH, GA. The WYOMING will sail for Savannah on Saturday, September 10. The OKONAWANDA will sail from Savannah on Saturday, September 17. THROUGH BILLS OF LADING given to all the principal towns in Georgia, Alabama, Florida, Mississippi, Louisiana, Arkansas, Missouri, Tennessee, and Delaware. The Central Railroad of Georgia, Atlantic and Gulf Railroad, and Florida steamers, at as low rates as by competing lines. SEMI-MONTHLY LINE TO WILMINGTON, N. C. The PIONEER will sail for Wilmington on Wednesday, August 31, at 6 A. M. Returning, will leave Wilmington on Thursday, September 7, at 6 A. M. Connects with the Cape Fear River Steamboat Company, the Wilmington and Charlotte Railroad, and the Wilmington and Manchester Railroad, to all interior points. Through bills of lading given to all points in North and South Carolina, Virginia, and Pennsylvania, connecting at Portsmouth, and to Lynchburg, Va., Tennessee, and the West, via the Virginia, Chesapeake and Delaware Bay Railroad. THROUGH BILLS OF LADING given to all the principal towns in Georgia, Alabama, Florida, Mississippi, Louisiana, Arkansas, Missouri, Tennessee, and Delaware. The Central Railroad of Georgia, Atlantic and Gulf Railroad, and Florida steamers, at as low rates as by competing lines. No charge for commission, drays, or any expense of transfer. Through bills of lading given to all points in North and South Carolina, Virginia, and Pennsylvania, connecting at Portsmouth, and to Lynchburg, Va., Tennessee, and the West, via the Virginia, Chesapeake and Delaware Bay Railroad. THROUGH BILLS OF LADING given to all the principal towns in Georgia, Alabama, Florida, Mississippi, Louisiana, Arkansas, Missouri, Tennessee, and Delaware. The Central Railroad of Georgia, Atlantic and Gulf Railroad, and Florida steamers, at as low rates as by competing lines. No charge for commission, drays, or any expense of transfer. Through bills of lading given to all points in North and South Carolina, Virginia, and Pennsylvania, connecting at Portsmouth, and to Lynchburg, Va., Tennessee, and the West, via the Virginia, Chesapeake and Delaware Bay Railroad. THROUGH BILLS OF LADING given to all the principal towns in Georgia, Alabama, Florida, Mississippi, Louisiana, Arkansas, Missouri, Tennessee, and Delaware. The Central Railroad of Georgia, Atlantic and Gulf Railroad, and Florida steamers, at as low rates as by competing lines. No charge for commission, drays, or any expense of transfer. Through bills of lading given to all points in North and South Carolina, Virginia, and Pennsylvania, connecting at Portsmouth, and to Lynchburg, Va., Tennessee, and the West, via the Virginia, Chesapeake and Delaware Bay Railroad. THROUGH BILLS OF LADING given to all the principal towns in Georgia, Alabama, Florida, Mississippi, Louisiana, Arkansas, Missouri, Tennessee, and Delaware. The Central Railroad of Georgia, Atlantic and Gulf Railroad, and Florida steamers, at as low rates as by competing lines. No charge for commission, drays, or any expense of transfer. Through bills of lading given to all points in North and South Carolina, Virginia, and Pennsylvania, connecting at Portsmouth, and to Lynchburg, Va., Tennessee, and the West, via the Virginia, Chesapeake and Delaware Bay Railroad. THROUGH BILLS OF LADING given to all the principal towns in Georgia, Alabama, Florida, Mississippi, Louisiana, Arkansas, Missouri, Tennessee, and Delaware. The Central Railroad of Georgia, Atlantic and Gulf Railroad, and Florida steamers, at as low rates as by competing lines. No charge for commission, drays, or any expense of transfer. Through bills of lading given to all points in North and South Carolina, Virginia, and Pennsylvania, connecting at Portsmouth, and to Lynchburg, Va., Tennessee, and the West, via the Virginia, Chesapeake and Delaware Bay Railroad. THROUGH BILLS OF LADING given to all the principal towns in Georgia, Alabama, Florida, Mississippi, Louisiana, Arkansas, Missouri, Tennessee, and Delaware. The Central Railroad of Georgia, Atlantic and Gulf Railroad, and Florida steamers, at as low rates as by competing lines. No charge for commission, drays, or any expense of transfer. Through bills of lading given to all points in North and South Carolina, Virginia, and Pennsylvania, connecting at Portsmouth, and to Lynchburg, Va., Tennessee, and the West, via the Virginia, Chesapeake and Delaware Bay Railroad. THROUGH BILLS OF LADING given to all the principal towns in Georgia, Alabama, Florida, Mississippi, Louisiana, Arkansas, Missouri, Tennessee, and Delaware. The Central Railroad of Georgia, Atlantic and Gulf Railroad, and Florida steamers, at as low rates as by competing lines. No charge for commission, drays, or any expense of transfer. Through bills of lading given to all points in North and South Carolina, Virginia, and Pennsylvania, connecting at Portsmouth, and to Lynchburg, Va., Tennessee, and the West, via the Virginia, Chesapeake and Delaware Bay Railroad. THROUGH BILLS OF LADING given to all the principal towns in Georgia, Alabama, Florida, Mississippi, Louisiana, Arkansas, Missouri, Tennessee, and Delaware. The Central Railroad of Georgia, Atlantic and Gulf Railroad, and Florida steamers, at as low rates as by competing lines. No charge for commission, drays, or any expense of transfer. Through bills of lading given to all points in North and South Carolina, Virginia, and Pennsylvania, connecting at Portsmouth, and to Lynchburg, Va., Tennessee, and the West, via the Virginia, Chesapeake and Delaware Bay Railroad. THROUGH BILLS OF LADING given to all the principal towns in Georgia, Alabama, Florida, Mississippi, Louisiana, Arkansas, Missouri, Tennessee, and Delaware. The Central Railroad of Georgia, Atlantic and Gulf Railroad, and Florida steamers, at as low rates as by competing lines. No charge for commission, drays, or any expense of transfer. Through bills of lading given to all points in North and South Carolina, Virginia, and Pennsylvania, connecting at Portsmouth, and to Lynchburg, Va., Tennessee, and the West, via the Virginia, Chesapeake and Delaware Bay Railroad. THROUGH BILLS OF LADING given to all the principal towns in Georgia, Alabama, Florida, Mississippi, Louisiana, Arkansas, Missouri, Tennessee, and Delaware. The Central Railroad of Georgia, Atlantic and Gulf Railroad, and Florida steamers, at as low rates as by competing lines. No charge for commission, drays, or any expense of transfer. Through bills of lading given to all points in North and South Carolina, Virginia, and Pennsylvania, connecting at Portsmouth, and to Lynchburg, Va., Tennessee, and the West, via the Virginia, Chesapeake and Delaware Bay Railroad. THROUGH BILLS OF LADING given to all the principal towns in Georgia, Alabama, Florida, Mississippi, Louisiana, Arkansas, Missouri, Tennessee, and Delaware. The Central Railroad of Georgia, Atlantic and Gulf Railroad, and Florida steamers, at as low rates as by competing lines. No charge for commission, drays, or any expense of transfer. Through bills of lading given to all points in North and South Carolina, Virginia, and Pennsylvania, connecting at Portsmouth, and to