

QUEEN VICTORIA.

Complaints from the English Press of the Remoteness of the Queen's Residence—Hints at a Regency.

In opposition to many Liberals the Economist has always maintained that constitutional monarchy is only a permanent member of the governing committee elected by Parliament—has some great advantages over a republic. It is better fitted to carry on the traditions of the departments, restrains ambitions which might otherwise become too fierce, and, above all, by creating among the educated a feeling of awe, a sense that law must be powerful because it is visible, diminishes the necessity for the exhibition of force. We do not need bayonets to disperse crowds. Society in England without a Queen would have to be a society much more sternly, and control rougher by much more unmistakable display of its power, if necessary, to shoot them down. Even the etiquette which surrounds monarchy, fire-arms and ureal as it often is, acts constantly as a buffer to break the collisions between political parties whose violence might otherwise shake the fabric of society. These are great advantages, but it must be acknowledged that occasionally we seem to purchase them rather dearly, and it is folly to deny that the Queen has of late years exercised a compelling influence to reflect upon the price. The best of constitutionalists, the most forward of sovereigns, her Majesty presses stigmata until it becomes an almost mendacious oppression, not indeed to her people but to her immediate advisers. The sovereign is the first officer of the State, but it is etiquette to consider that she is something more—the pivot of State organization, the centre upon which everything depends, where she is, there is the nominal seat of constitutional power. Her signature even to documents she never dreams of reading is indispensable, her consent even to acts in which she has no voice must not only be obtained but accompanied by certain formalities; her advisers, although all powerful, in theory derive their power from acting in her name. The presence of the sovereign validates their acts, and for years past Queen Victoria has refused to be present at the seat of government. For years she has never slept in London, and all public acts, even acts as important as the swearing in of a new Cabinet, have been performed at Windsor—a place twice the distance of Versailles from Paris. Ancient tradition and a good railway service make Windsor tolerable to politicians; but the Queen greatly prefers places at the extremity of the kingdom—her marine residence in the Isle of Wight, her mountain home at the extremity of Scotland—and she acts upon this preference like any private noble. Whatever the urgency of national affairs, whatever the necessity of speed in official action, whatever the desire of any cabinet to consult its most experienced member, the sovereign flies, whenever she desires relief, to Osborne or to Balmoral, and Ministers, ancient tradition and all men loaded with anxieties, all men to whom time is precious, all men in the later maturity of life, have to waste precious hours and still more precious strength in railway journeys which would exhaust the young. A great war, perhaps the greatest of this century, is ravaging the Continent. Great Britain, for the first time since 1864, has been compelled in so many words to offer battle. Her aid is sought in negotiations which will affect the whole of Europe. Business in the last instance is assisted in the two departments, the Foreign Office and the War Office, in which nothing can be done without her Majesty's signature and her Majesty's consent. And the Queen, who has been staying for weeks at one extremity of her kingdom, flies suddenly to a point still more remote, a place actually further from London than Nice from Paris, and there requires her Ministers' attendance. Every despatch is delayed three days, and the Premier, a man of sixty-one, worn out with the labors of a most severe winter, is compelled to expend forty-eight hours at a time in railway travelling to and from a place so completely in the desert that it is twenty miles beyond railway communication. The interruption to business is extreme, the hardship to individuals excessive, and except the etiquette of monarchy it has literally no justification. No officer of state not sheltered by that etiquette would be permitted to interrupt the progress of affairs. It may be said that at her Majesty's requires rest, but that, though a good argument against London, is no argument against Windsor, where the Queen possesses spacious, solitary, air, woods, waters, as attractive as those of Balmoral. Nor indeed can we admit that in the case of any great officer of State health can be admitted as a final argument for choice of residence. It is only an argument for taking leave, leave which, under our system, the sovereign does not take. If, as in France, departure from the capital implied the establishment of a regency, or if the Premier were thereby enabled to act on his own authority, it would neither be courteous nor useful to raise the smallest objection. But the etiquette which demands the signature of the Queen demands also the attendance of the Minister, and thus, in a monarchy useful mainly because it enforces etiquettes, one of them is made visible as an impediment to public business. The telegraph is in this matter no help, nor is any readiness in person, and he could go to Paris in half the time and with not more than half the suffering. An etiquette which distinctly diminishes the efficiency, the comfort, and the rest of the entire Cabinet, is an etiquette which sooner or later will certainly break down; and as we do not want it to break down, it may be worth while to consider whether it could not be met by another etiquette as powerful as itself. Suppose we add another constitutional fiction to the number already existing, and hold that the sovereign always is either in London or Windsor, and if he is absent permit the Premier to assume that he is present, and to sign documents in his name—there would be no harm done to the country, which already holds the Premier and not the Queen responsible, and none to the monarchy, for the prerogative of the Crown can always be present in London or Windsor at his pleasure. It would not be even an apparent step towards republicanism, while it would secure the first principle of popular institutions, that the welfare of the State is to override all considerations of etiquette, of individual comfort, or even of individual well-being.

RAILROAD LINES.

PHILADELPHIA AND ERIO RAILROAD. SUMMER TIME TABLE. On and after MONDAY, May 29, 1870, the trains on the Philadelphia and Erie Railroad run as follows from Philadelphia Depot, West Philadelphia: WESTWARD. MAIL TRAIN leaves Philadelphia 10:20 P. M. arrives at Erie 7:40 P. M. ERIO EXPRESS leaves Philadelphia 10:40 P. M. arrives at Erie 7:40 P. M. ELMIRA MAIL leaves Philadelphia 10:50 P. M. arrives at Erie 7:40 P. M. BALD EAGLE MAIL leaves Philadelphia 11:30 P. M. arrives at Erie 7:40 P. M. EASTWARD. MAIL TRAIN leaves Erie 7:40 P. M. arrives at Philadelphia 9:20 P. M. ERIO EXPRESS leaves Erie 8:00 P. M. arrives at Philadelphia 9:20 P. M. ELMIRA MAIL leaves Erie 8:10 P. M. arrives at Philadelphia 9:20 P. M. BUFFALO EXPR. leaves Erie 8:20 P. M. arrives at Philadelphia 9:20 P. M. BALD EAGLE MAIL leaves Erie 8:30 P. M. arrives at Philadelphia 9:20 P. M. BALD EAGLE EX. leaves Erie 8:40 P. M. arrives at Philadelphia 9:20 P. M. Express Mail and Accommodation, eastward, connect at Corry, and all westward trains and Mail and Accommodation east at Irvinston with Oil Creek and Allegheny River R.R.

CAMDEN AND ATLANTIC RAILROAD.

SHORTEST ROUTE TO THE SEASHORE THROUGH IN 1 1/2 HOURS. FIVE TRAINS DAILY TO ATLANTIC CITY. On and after MONDAY, August 2, 1870, trains will leave VINE STREET FERRY as follows: Special Excursion (when engaged) 6:15 A. M. Mail 6:30 A. M. Express (through in 1 1/2 hours) 6:30 P. M. Atlantic Accommodation 6:45 P. M. Returning leaves Philadelphia 6:30 P. M. Special Excursion 6:35 P. M. Freight with passenger car 6:45 P. M. Express (through in 1 1/2 hours) 6:45 P. M. Atlantic Accommodation 6:50 P. M. Returning leaves Philadelphia 6:30 P. M. LOCAL TRAINS LEAVE: For Haddonfield, 8:15 A. M. and 6 P. M. For Atco and intermediate stations, 10:15 A. M. and 6 P. M. Returning, leave: Haddonfield at 7:15 A. M., 1 P. M., and 8 P. M. Atco, at 6:22 A. M. and 12:15 noon. ON SUNDAYS. Leave Vine Street Ferry at 8:00 A. M. Atlantic City, at 8:15 P. M. The Union Transfer Company, No. 525 Chestnut street, Camden Hotel, No. 116 Market street, will call for baggage and check to destination. Additional ticket offices have been located at No. 525 Chestnut street and No. 116 Market street for the sale of through tickets only. Passengers are advised to take wearing apparel only as baggage, and the Company will not be responsible for an amount exceeding one hundred dollars, unless a special contract is made for the same. D. H. MUNDY, Agent.

WEST JERSEY RAILROADS.

COMMENCING MONDAY, AUGUST 30, 1870. Leave Philadelphia, foot of Market street (upper ferry), at 8:00 A. M., Mail for Bridgeton, Salem, Vineland, Millville, and intermediate stations, 11:45 A. M., Mail and Express for Cape May, 1:15 P. M., Accommodation for Millville, Millville, Vineland, and way stations below Glassboro, 3:30 P. M., Passenger for Bridgeton, Salem, Swedesboro, and intermediate stations, Philadelphia and all stations, 4:00 P. M., Fast Express, for Cape May Saturdays only, 6:45 P. M., Passenger for Swedesboro and Onondaga, 7:15 P. M., Passenger for Philadelphia at 7:15 A. M., returning, leaves Cape May at 5:10 P. M. Commutation tickets at reduced rates between Philadelphia and all stations. Freight Train leaves Camden daily at 9:20 A. M., stopping at all stations between Glassboro and Cape May, and 12 o'clock noon for Swedesboro, Salem, and Bridgeton. Freight received in Philadelphia at second covered wharf below Walnut street, at 2 P. M. Freight delivery at No. 228 S. Delaware avenue 8 1/2 W. M. J. SEWELL, Superintendent.

LUMLER.

SPRUCE JOIST, SPRUCE BOIS, HEMLOCK, HEMLOCK.

1870 SKANSON CLEAR PINE, SPANISH CEDAR, FOR PATTERNS, RED CEDAR.

1870 FLORIDA FLOORING, CAROLINA FLOORING, VIRGINIA FLOORING, DELAWARE FLOORING, ASH FLOORING, WALNUT FLOORING, FLORENCE BOARDING, RAIL PLANK.

1870 WALNUT BOARDS AND PLANK, WALNUT BOARDS, WALNUT PLANK.

1870 UNDERTAKERS' LUMBER, RED CEDAR, WALNUT AND PINE.

1870 SEASONED POPLAR, SEASONED CHERRY.

1870 WHITE OAK PLANK AND BOARDS, HICKORY.

1870 CIGAR BOX MAKERS' SPANISH CEDAR BOARDS, FOR SALE LOW.

1870 CAROLINA SCANTLING, CAROLINA H. T. SILLS, NORWAY SCANTLING.

1870 CEDAR SHINGLES, CYPRESS SHINGLES, MAULL, BROTHER & CO., No. 2600 SOUTH STREET.

1870 PANEL PLANK, ALL THICKNESSES, COMMON PLANK, ALL THICKNESSES, 1 COMMON BOARD, 1 and 2 SIDE EDGED BOARDS, WHITE PINE FLOORING BOARDS, YELLOW AND SAP PINE FLOORINGS, 1 1/2 and 2 SPRUCE JOIST, ALL SIZES.

1870 PLASTERING LATH & SPECIALTY. Together with a general assortment of Building Lumber for sale by cash, at P. W. SMITH, 631 1/2 No. 17th RIDGE Avenue, north of Poplar St.

United States Builders' Mill, FIFTEENTH Street, Below Market.

ESLER & BROTHER, PROPRIETORS. Wood Mouldings, Brackets and General Turning, Work, Band-saw Balusters and Newel Posts, 19 1/2 M A LARGE ASSORTMENT ALWAYS ON HAND.

BUILDING MATERIALS. R. B. THOMAS & CO., DEALERS IN Doors, Blinds, Sash, Shutters WINDOW FRAMES, ETC., N. W. CORNER OF EIGHTEENTH and MARKET Streets PHILADELPHIA.

PATENTS. STATE RIGHTS FOR SALE—STATE RIGHTS of a valuable Invention just patented, and for the SLICING, CUTTING, and CHIPPING of dried beef, cabbage, etc., are hereby offered for sale. It is an article of great value to proprietors of hotels and restaurants, and it should be introduced into every family. STATE RIGHTS FOR SALE. Model can be had for cash, at P. W. SMITH, 631 1/2 No. 17th RIDGE Avenue, north of Poplar St. MUNDT & HOFFMAN, 121 1/2

1870 WEST CHESTER AND PHILADELPHIA RAILROAD COMPANY. On and after MONDAY, April 4, 1870, trains will leave from the Depot, THIRTY-FIRST and CHESTNUT, as follows: FROM PHILADELPHIA. 6:45 A. M., for West Chester, stops at all stations west of Media (except Greenwood), connecting at B. C. Junction for Oxford, Oxford, Port Deposit, and stations on the P. & B. C. R. R. 9:40 A. M., for West Chester stops at all stations, 11:30 A. M., for B. C. Junction stops at all stations, 1:30 P. M., for West Chester stops at all stations, 4:15 P. M., for B. C. Junction stops at all stations, 4:45 P. M., for West Chester stops at all stations west of Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R. 5:30 P. M., for B. C. Junction stops at all stations, 7:30 P. M., from West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R. 9:00 P. M., from West Chester stops at all stations, 11:30 P. 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