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EDITORIAL OPINIONS OF THE LEADING JOURNALS UPON CURRENT TOPICS—Completed Every Day for the Evening Telegraph.

CAN FRANCE ACCEPT THE LOSS OF HER PROVINCES?

From the N. Y. Times.

In a recent report of the interview between Von Bismarck and M. Favre, it is stated that the latter urged, in reply to the Prussian demands for Alsace and Lorraine, that "French honor could not endure the diminution of any of the French territory." The Provisional Government were willing to pay an indemnity for the war expenses, to dismantle the fortresses, and possibly to give up a portion of the French fleet; but the honor of the nation could not bear the loss of their ancient provinces. On this rock, probably, the efforts for peace were wrecked, and rather than yield this point of honor France is given over to devastation and ruin.

No doubt the Prussian statesman looked back some sixty years, and recalled the time when the great Emperor of the French had his foot upon the Prussian kingdom, and no magnanimity on the one side or scrupulous sense of honor on the other prevented the best provinces of Prussia becoming French. Or possibly he remembered the negotiations fifty-five years ago which determined the present political form of Europe. He may have recalled that "French honor" was sensitive then to the loss of territory, and yet that the Emperor had to give up half Europe which he had annexed. He must have read how unyielding for many months the French were in their view that the limits of France were the Rhine on the east, and how the diplomat of that day, Caninecourt, threatened, as Jules Favre does now, to fight to the last man rather than yield the true French boundary.

And yet French honor submitted to the inevitable, and accepted an interior line rather than the famous river, and bore with the loss of innumerable provinces. Danish honor, too, was sensitive, but it had to endure the loss of Norway, and see its annexation to Sweden. Saxon honor was tender, but Saxony was compelled to lose half its territory. The little republic of Genoa was proud and irritable, but it saw itself summarily united with the Kingdom of Sardinia. Lombardy was conferred, with a little ceremony, on Austria. Holland and Belgium were manipulated as the great powers chose, and Germany was reconstituted. Even British honor submitted to the loss of Java, and the Dutch to that of the Cape Colony and other colonies. In more recent years, Austria has been obliged to give up her wealthy Italian provinces, and France herself has, without the smallest consideration for Italian honor, forcibly annexed Nice and the adjacent country. Within three years, most of the smaller potentates of Germany have been compelled to swallow their sorrows of honor, and permit their territories to be incorporated in Germany and Prussia. French honor, no doubt, dictated the upholding of Maximilian, and keeping possession of Mexico; but sentiment must give place to stern facts, and when the United States appeared on the field, the Emperor quietly retired.

It is very hard, undoubtedly, to be beaten in a great war; but then all nations have at some time experienced this disagreeable fortune, and have accepted the consequences. One natural result of defeat is the loss of territory. What could have been more painful to the proud Slavonic race, which, for half a century had never known a defeat, than to accept the dismantling of their finest fortress and the loss of the Black Sea as a naval station? Yet even Russian honor bowed to what could not be avoided, and accepted the disgrace.

If a nation throw down the glove in a great war, she must accept the consequences; and one of them is disaster and a possible loss of provinces. The French nature is not differently constituted from that of other European peoples. What they have so often borne, the great nation must bear. These very provinces were obtained from Germany when the Germans are seeking now to wring them from France. It is useless for English journals like the Spectator to appeal to the higher morale and magnanimity of the Prussians. Both nations are alike. They seek all they can get after a victory. It is true that Germany has frequently been cheated of her fair share in the plunder of war, because her destinies were never in her own hands. Now she controls herself, through the shrewdest statesman of modern times, who is not at all likely to let any glamour of sentiment keep his hands from a liberal share of the just spoils of the campaign.

If the cases were reversed, and Napoleon were at this moment besieging Berlin, and King William were a prisoner in Versailles, how much consideration would probably be shown by the coopers of M. Favre for the "sensitive" German honor? Who would speak then of magnanimity requiring the French not to take the Rhine provinces, and the danger and sin of driving Germany to despair, because France would not let Prussia beyond the river? All men would say that the King of Prussia did wisely to give up a few provinces, rather than expose his whole people to invasion, and leave the country stripped bare of every necessary of life. Even in the interest of revenge and honor, they would say it is better to accept the trifling loss and disgrace, and regain strength for another and more fortunate campaign. What are needed now in France are statesmen bold enough to accept the inevitable.

trade of France, she found England unwilling to take even this step. England, in short, supports the theory that merchants are not to be impeded from putting anything they like in ships, and sending them to any port they choose, taking themselves all risk of capture, loss, or damage, if the port they select is subject to these vicissitudes of war.

Count von Bismarck, the complainant on behalf of Germany, quotes the case of England in the Crimean war, when she complained that Russia drew supplies from Prussia, and through her from other countries beyond her borders. He thinks that if the complaints of England were right then, his own ought to hold good now, and draws a very good picture of the difference between a war of four powers against three, and one of two equally numerous peoples against each other, as now. But Earl Granville has the better of him here, for Prussia did not stop either the sale of arms by her subjects or their transport across her territory, though she pretended to do the latter by issuing decrees prohibiting the transit of arms and other material. The manufacture and sale of such supplies by her own subjects were never interfered with, and were not only suffered to go on with great activity, but to the remonstrances of England the answer was returned that Russia could not interfere with the course of trade.

The Queen's proclamation of neutrality carefully claimed the right of her subjects to deal with either belligerent in articles for use in war. President Grant took similar pains in his proclamation. These principles have long been recognized. England herself was a sufferer by them during the Crimean war, and had to acknowledge that she had no redress. When it was found that Prussia would do nothing to stop the supply of arms to Russia, the law officers of the crown were consulted, to know whether she would be justified in making representations founded on her rights as belligerent.

"The answer," says Earl Granville, was clear—"Her Majesty's Government would be entitled to remonstrate only in the event of violation of Prussian law; and it will be found, on reference to the corresponding laws of the Zollverein, that Prussia formed occasionally the subject of representations and discussions, the strong remonstrances which were made on the subject of the continuous violation of the injunctions of the decrees forbidding the transit of arms."

"It must be remembered that obligations upon neutrals have become more strict with the progress of civilization; but the present question is one of the law of nations, and the royal commission, composed of some of the most eminent jurists in this country, who inquired into the neutrality laws in 1857, decided that to prohibit the export of munitions of war was impracticable and impolitic."

The English leaders after having had a brush on this subject with most nations which have been at war within the last quarter of a century, know perfectly well the part they are to play in correspondence of this kind, and it is amusing to see how quickly they reach the "You let us alone now" stage of the quarrel. Earl Granville says:—"Her Majesty's Government fear that no means could be devised for securing, at this moment, a calm discussion of the subject. They by no means desire to claim exceptional rights for this country. They would be prepared to see how other nations with other powers of armaments, and with other expectations, and with other resources, and with other geographical positions, and with other political conditions, would take the course which appeared to be according to the dictates of practice and precedent, at a time when it was impossible to know how the future of the war would turn."

The German champion brings up one point which certainly has force. It is, that nations having inherent and ineradicable differences of opportunities and resources, it is mockery to talk of making fixed laws that shall treat unequal cases alike. He considers as scarcely serious the idea that the Germans are at liberty to bring each case before their own prize courts; for this is only to "let Germany with no being mistress of the seas."

In the present condition of international law, each nation at war is burdened with the necessity of seeing that her rival receives no arms from abroad. But in what war is this an equal charge? Germany crushes France to-day in fair struggle, and France has no hope left but to hold on until she can drill armies which are to fight with foreign weapons. Is that a fair fight where the biggest bystanders rush in and help the beaten pugilist? It is not to be wondered at that the conqueror complains of unfair play, and the reply that he ought to have a better navy is entirely outside of the question.

And yet what other answer is there to make the all-powerful Teuton? We are sending arms to France by every steamer, not concealing them nor weakly excusing the act. Our Government points to the recognized rules of law, and if Germany is dissatisfied let her call a congress for the definite settlement of the requirements of international law. Such a settlement is certainly much needed.

That although she ought to make some sort of moral as well as material satisfaction, it was useless, and because useless, mischievous, to expect and insist upon a formal apology, that a formal apology from a first-class power, for things done or left undone by the Government itself, would be something to which no people of the standing and pretensions of Great Britain would submit, except as the crowning humiliation of a disastrous war.

Now hear Dr. Bluntschli. He lays down the following propositions, which we translate literally:—"I. The recognition of the Southern States as a belligerent power, and the declaration of neutrality on the part of Great Britain and France, did not constitute a violation of international law. In deciding to act thus, the European States only exercised a right, whatever the serious objections which might have been offered to the political opportuneness of its exercise. The United States, then, are not authorized, however calamitous for them the results of that recognition, to exact for it from Great Britain or France any satisfaction or reparation, as this could only be done by denying the right."

"II. 'Supposing the charges made against the English Government relative to the armaments of the Alabama, and her unimpeded departure from an English port, to be well founded, we have before us a case of culpable non-performance (inobservation fuitive) of the duties of a neutral and friendly state towards the Union, and the latter has a right to demand satisfaction and reparation from Great Britain."

"III. 'The owners of American ships and merchandise destroyed (by the Alabama) have no right of action in damages against the British Government, but the Government of the Union may watch over and protect their interests in settling the pending controversy with Great Britain.'

"IV. 'The true solution of the difficulty consists in a combination of material reparation for the compensation of American property-owners with a moral guarantee, both for commercial and maritime relations, against the recurrence of similar injuries. The first of these objects would be attained by means of a fair pecuniary compensation, to be paid by Great Britain to the United States, for distribution amongst the persons injured; the second, by a new declaration of the duties devolving on neutral and friendly States, so as to hinder as far as possible the abuse of neutral territory for the organization of military expeditions.'

In the argument by which Dr. Bluntschli prepares the way for these propositions, he lays it down that to the recognition of the South there was a political as well as a juridical side, and although it may have been an unfriendly act, as regarded the United States, this made it simply a "political error," but by no means necessarily an "injustice." For the first a government is responsible only to its people; for the second, to the foreign state which it injures. The recognition was justified, he holds, by the fact that the South had, when the proclamation was issued, all the required marks of belligerency, namely, (a) in being *de facto* organized as a military force; (b) in observing in the conduct of hostilities the laws of war; and (c) in believing itself to be in good faith struggling, in the character and capacity of a state, in defense of its public right."

Mr. Sumner's "pacific blockade" he disposes of, as President Woolsey did, by alleging that there is no such thing known to international law: there is such a thing as a blockade "without maritime war," but not "without war." The escape of the Alabama he treats as a violation of international law, and he denounces her mode of carrying on the war as "barbarous;" but Mr. Sumner's doctrine of "some of the 'quoddam' damages" he sets aside, on the ground so often alleged against it, that no such damages are in a case of this kind capable of being ascertained, and the connection of England with them is too "vague" and "uncertain" to be made the subject of judicial inquiry. England's offense is not an act, but an omission in violation of law. She did not equip and send out cruisers, but failed to hinder their equipment and departure, and therefore her fault has only an indirect, and by no means a direct, relation to the deprecations committed by the cruisers.

As regards the mode of reparation, he treats the idea of cession of territory, which has been talked of, as one which, whatever its merits, no arbitrator could for a moment entertain. If any such cession is made, it must be made voluntarily by Great Britain, or under compulsion through war. To a formal apology, there is no *juridical* objection. A judge might properly order it to be made, but there is a fatal *political* objection to it. "A formal confession of culpability," he says, "however praiseworthy in the eyes of morality and justice, is unconquerably resisted by the nation in fault as an act of unworthy weakness. This alone is a sufficient reason for not being unable to exact it from the Government of a great power." He therefore decides on "the payment of a sum of money," and a "renewed declaration of principles destined to assure in future respect for international law, and to guarantee the practice of justice throughout the civilized world."

Now, would it not be in the interest of all good causes for the Government at Washington, having given up the wearisome work of proving and enlarging upon, over and over again, the guilt of England, to settle down on this or some view of its own rights or wrongs fortified by the opinion of neutral jurists, and then urge it persistently and firmly till the case is settled? What is gained by delay that can compensate for the injustice of letting the sufferers by the Alabama deprecations die off without compensation?

THE NEW GERMAN CONFEDERATION. From the N. Y. Herald.

The Franco-Prussian war, whatever be its merits and demerits, has accomplished one great work and made the work nearly perfect. It is only a few years since Austria was reckoned among the second or third rate Powers. In the German Diet she was only one of many Powers who had a right to vote; her voting powers were on the highest platform; but, although she was equal to Austria in votes, right and privilege, her position was, after all, secondary. The Emperor of Austria was President of the Diet. The year 1866 revealed Prussia in a new character. In the name of Germany she, along with Austria, drew a sharp distinction between Germans and Danes, or if the broader term is preferred, Scandinavians. Poor Austria was blind to the Schleswig-Holstein mystery, and before the year 1866 was ended Austria was expelled from Germany, the Diet was destroyed, and Prussia loomed up as a power of the first magnitude. Sad was the fate of the confederate of a new one in the history of Europe. North Germany, willingly or unwillingly, became from that great day a unity, both in a political and military sense. South Germany entered into the unity not politically, but militarily. I suspect, after Sadova, because in

point of fact, mistress of Germany. Sadova frightened France; and, since the treaty of Prague, which Napoleon believed he helped to shape, France has been trembling, willing to fight, yet fearful of the consequences. The Luxembourg question revealed French feeling, but it also revealed French timidity. Prussia was ready for war then, but France was not. It has been manifest to every thinking and reflecting man, since the Treaty of Prague was signed, that time only was necessary to bring France and Prussia into open collision. Since that date France has made demands upon Prussia; but every demand has been set aside. Napoleon III. spoke of the Rhine provinces; but Bismarck would not listen. He first spoke about Luxembourg; but Bismarck, knowing his strength, was stubborn as a bear. Once again France had to yield. France, however, feeling and confessing her inability to meet Prussia in the field, begins to set her army in order. Marshal Niel did France good service, but the Marshal died, leaving the carrying out of his plans in other hands. The rest is known to every reader of the newspapers. The Spanish throne was being an occupant. Prim, in his despair, after doing his best to please the French people and the French Emperor, fell upon a German prince who was not unwilling to accept the Spanish throne. This German prince happened to be a Hohenzollern—a distant relative of the royal family of Prussia. This was too much for France to bear. A German prince, and he a Hohenzollern, on the throne of Spain was making Prussia too strong, was a direct insult to France, and was not to be tolerated. We all know how Prussia yielded. We all know how the Hohenzollern was withdrawn. But we all know too, that in spite of Prussian courtesy, France declared war. The results of the war are before our readers. Prussia has been gloriously triumphant. France has been most ignominiously defeated. The German armies are to-day besieging the French capital, and South Germany seeks admission into the Confederation of the North. The result of the whole is that Germany has become the largest and the most compact nationality on the face of the globe.

The new Confederation, which will immediately include no fewer than forty millions of souls, and which, when it gathers in, as it must, all the outside Germans on her borders, will number a population of some sixty millions, gives us a striking and suggestive illustration of the new era which has dawned upon the world. The old-fashioned system of small nationalities and many governments is dead, or is not dead, is dying fast. Up until the time of our American war it was not believed that large territory and large population could be held by one government. Our war made an end of this doubt. It was felt all over the civilized world, that while we had made a gigantic leap, we were acting in perfect harmony with the spirit of historical progress. The moral of our war—large nations and few Governments—was caught up in Europe, and Germany, under Prussian lead, has made a bold and most successful stride in the right direction. In a few months, we cannot say years, Germany will be a unit which will supply a population of some sixty millions. The fact that they will be the union of Scandinavia, taking in Denmark, Sweden and Norway. The step that will follow, if it is not first, will be the unification of the Latin races in Europe. Great Britain is already taking of her difficulty and considering the propriety of a grand federal union which will embrace all her remote dependencies—an arrangement which, if it can be carried out, will secure to her her old position as mistress of the seas. The Germans, the Latins, the English-speaking peoples—these are to be the great powers of the future. It is not our business to-day to say which will win, but, remembering the fact that the whole of North America speaks the English tongue, we cannot help arriving at the conclusion that the time is approaching when there will be only one grand government and one common language, which is more likely to be English than any other. The world situation is so new that no one can tell what a day or an hour may bring forth.

EDUCATIONAL. CARL GAERTNER'S NATIONAL CONSERVATORY OF MUSIC, E. E. corner TENTH & WALNUT Streets, is now open for the Fourth Season for the reception of pupils. Instruction is given by a staff of the best Professors in the city in the following branches:—

Vocal Music, Piano, Violin, Viola, Violoncello, Contrabasso, Theory of Harmony, Grand Organ (Church Organ), Chamber Organ, Melodion, Clarinet, Clarinet, Oboe, Bassoon, Horn, Cornet, Trombone, Harp, Guitar, etc., etc. and in the Italian, German, French, and Spanish Languages. For particulars see circulars to be had at the Office of the Conservatory and in the Music Stores. The Director of the Conservatory takes this opportunity to express his sincere gratification at the success which has attended his efforts to establish this institution in Philadelphia on a permanent basis and with the prospect of continued prosperity.

He would likewise declare his gratitude to the many kind friends among the students and elsewhere, whose interest in the cause of thorough instruction in the art of playing music has assisted so materially in bringing the Conservatory to its present state of usefulness. He can only express his devotion to the object of raising the institution under his care to a high place among the great Music Schools of the world in the best and the most efficient manner possible. CARL GAERTNER, Director and Proprietor.

912 1m HALLOWELL SELECT HIGH SCHOOL FOR Young Men and Boys, which has been removed from No. 10 to TENTH Street, will be opened on September 13 in the new and more commodious buildings Nos. 112 and 114 N. TENTH Street. Neither day nor evening School. This institution, the rooms, to make this a first-class school of the highest grade. A Preparatory Department is connected with the school. Parents and students are invited to call and examine the rooms and consult the Principals from 9 A. M. to 2 P. M. after August 10. GEORGE EASTHURST, A. B., JOHN G. MOORE, M. S., Principals.

617H PRIMARY AND PREPARATORY DEPARTMENT OF HUGHES ACADEMY FOR BOYS. No. 145 LOCUST Street, will be opened on September 13 in the new and more commodious buildings Nos. 112 and 114 N. TENTH Street. Neither day nor evening School. This institution, the rooms, to make this a first-class school of the highest grade. A Preparatory Department is connected with the school. Parents and students are invited to call and examine the rooms and consult the Principals from 9 A. M. to 2 P. M. after August 10. GEORGE EASTHURST, A. B., JOHN G. MOORE, M. S., Principals.

817H HAMILTON INSTITUTE FOR YOUNG LADIES, No. 850 CHESTNUT Street, West Philadelphia, Pa. This school, which has been successfully completed its fourth year, has become one of the established schools of our city. Its course of study includes a thorough English and Classical Education, embracing Latin, Moral, and Physical culture. Its ninth session opens on MONDAY, September 12. For terms, etc., apply at the school, or to PHILIP A. CREGAR, Principal.

717H FILDON SEMINARY—MISS CARR'S SELECT Boarding School for Young Ladies will RE-OPEN SEPTEMBER 14, 1870. It is situated at the York Road Station of the North Pennsylvania Railroad, seven miles from Philadelphia. The Principal may be consulted personally at her residence during the summer, or by letter at the school, to Schuylkill Post Office, Montgomery county, Pa. Circulars can be obtained also at the office of J. W. FAIRBANKS, Banker, Philadelphia.

817H H. A. WOODBERRY'S, No. 108 South TENTH Street, is a Primary, Elementary, and Finishing School for boys and young men. Persons interested in education are invited to call and witness the method of teaching and discipline practiced. Circulars at Mr. Woodberry's, No. 430 Chestnut street, or at the Academy. Open for visitors from 9 A. M. to 4 P. M. 817H

EDGEHILL SCHOOL, MERCANTILE, N. J., Four Miles from Philadelphia. Next session begins MONDAY, October 3. For circulars apply to Rev. T. W. CATTELL, 321 1/2

YOUNG MEN'S AND BOYS' ENGLISH, CLASSICAL AND COMMERCIAL INSTITUTE, No. 1255 MOUNT VERNON Street. Preparation for Business or College. Has a Preparatory Department for small boys. Rev. J. G. SHINN, A. M., Principal. 191 am 2m

CHEGARAY INSTITUTE, Nos. 1527 and 1529 SPRUCE Street, Philadelphia, will reopen on Monday, September 13, at 10 o'clock, for the family, and is constantly open in the institute. 617 1/2 m 6m

JANE M. HARPER WILL REOPEN HER School for Girls and Girls, N. W. corner of EIGHTEENTH and CHESTNUT Streets, on the 14th of 9th month (September), 1870. Ages 6 to 13. 912 1m

MISS JENNIE T. BECK, TEACHER OF THE PIANO-FORTE, No. 746 FLORIDA Street, will resume her duties September 1. 912 1m

THE CLASSICAL INSTITUTE, DEAN STREET, above Spruce, will reopen on Monday, September 13, at 10 o'clock, for the family, and is constantly open in the institute. 617 1/2 m 6m

COURTLAND SAUNDERS COLLEGE, FOR Young Men, Youth, and Small Boys, Phila. 618 1/2

REAL ESTATE AT AUCTION. NOTICE. By virtue and execution of the powers contained in a Mortgage executed by THE CENTRAL PASSENGER RAILWAY COMPANY of the city of Philadelphia, bearing date of the eighth day of April, 1863, and recorded in the office for recording deeds and mortgages for the city and county of Philadelphia, in the Mortgage Book A. C. H., No. 56, page 56, etc., the undersigned Trustees named in said mortgage

WILL SELL AT PUBLIC AUCTION, at the MERCHANTS' EXCHANGE, in the city of Philadelphia, by

MESSRS. THOMAS & SONS, Auctioneers, at 10 o'clock M., on TUESDAY, the eighteenth day of October, A. D. 1870, the property described in and conveyed by the said mortgage, to wit:—

No. 4. Four acres of land, with a large piece of ground, with the buildings and improvements thereon erected, situate on the east side of Broad Street, in the city of Philadelphia, one of them beginning at the distance of nineteen feet seven inches and five-eighths southward from the southeast corner of the said Broad and Coates streets; thence extending eastward, and along the said Broad Street eighty-eight feet one inch and a half to ground north or late of Samuel Miller; thence southward along said ground and at right angles with said Coates Street, seventy-two feet to the northeast corner of an alley, two feet six inches in width, ending southward into Penn Street; thence westward crossing the alley and along the lot of ground hereinafter described and at right angles with said Broad Street, seventy-nine feet to the east side of the said Broad Street, and along the lot of ground on the east line of said Broad Street seventy-two feet to the place of beginning. Subject to a Ground Rent of \$200, silver coin.

No. 5. The other of them situate at the northeast corner of the said Broad Street and Penn Street, containing in front or breadth on the said Broad Street eight feet six inches, and extending eastward along the north line of said Penn Street seventy-four feet and two inches, and on the line of said street, and at right angles with said Broad Street, five inches and three-fourths of an inch to said two feet six inches wide alley. Subject to ground rent of \$175, silver coin.

No. 6. Certain lot or piece of ground beginning at the S. E. corner of Coates Street and Broad Street, thence extending southward along the said street nineteen feet and eight inches, thence eastward eighty feet one inch and one-half of an inch; thence northward, at right angles with said Coates Street, nine feet to the north line of Coates Street, and along the line of ground along the south side of said Coates Street ninety feet to the place of beginning.

No. 7. Four Acres of land, with all the necessary steam machinery, seven-inch cylinder, with ten-inch stroke of piston, with beam boiler, and all the necessary steam passengers, and has power sufficient to draw two extra cars.

NOTE.—These cars are now in the custody of Messrs. Grace & Co., at Trenton, New Jersey, where they can be seen. The sale of them is made subject to a lien for rent, which on the first day of July, 1870, will be due to the said Grace & Co. No. 8. The whole road, plank road, and railway of the city of Philadelphia, bearing date of the eighth day of April, 1863, and recorded in the office for recording deeds and mortgages for the city and county of Philadelphia, in the Mortgage Book A. C. H., No. 56, page 56, etc., and all the franchises, rights, interests, and profits to accrue from the same, or any part thereof belonging to said company, and generally all the tenements, hereditaments and franchises of the said company. And also all the cars of every kind (not included in No. 4), machinery, tools, and materials connected with the proper operation, opening, and running of said railway, plank road, and railway; and all the personal property of every kind and description belonging to the said company.

And also all the streets, ways, alleys, passages, waters, water-courses, easements, franchises, rights, liberties, privileges, hereditaments and appurtenances, and all the premises and real estate mentioned premises and estates belonging and appertaining, and the reversions and remainders, rents, issues, and profits thereof, and all the estate, real and personal, property, claims, demands, and every nature and kind whatsoever of the said Company, as well as law as in equity of, in, and to the same and every part thereof.

TERMS OF SALE. The properties will be sold in parcels as numbered. Each bid must be accompanied by the cash for the price of such parcel, unless the price is less than that sum, when the whole sum bid shall be paid. W. L. SCHAFER, } Trustees. W. W. LONGSTRETH, }

PROPOSALS. DEPARTMENT OF HIGHWAYS. OFFICE, No. 104 S. FIFTH STREET, PHILADELPHIA, Oct. 7, 1870.

NOTICE TO CONTRACTORS. SEALED PROPOSALS will be received at the Office of the Commissioner of Highways until 12 o'clock M. on MONDAY, 10th instant, for the construction of a sewer on the line of Nineteenth Street, from the sewer in Chestnut Street to the south line of Montgomery Avenue. On Forty-first Street, from Haverton Avenue to Mary Street, thence on Mary Street westward to Forty-second Street, three feet in diameter. On Leaf Street, from Orange to Locust Street, two feet six inches in diameter. Said sewers to be made of bricks, circular in form, and according to specifications of the Chief Engineer and Surveyor, with such manholes as may be directed. The undersigned will be pleased to furnish the plans and specifications, and also to have the same revised as to be completed on or before the 31st day of December, 1870. And the contractor shall take bills prepared against the property fronting on said sewer to the amount of one dollar and twenty-five cents for each lineal foot of front on each side of the sewer, and the same cash paid; the balance, as limited by ordinance, to be paid by the city; and the contractor will be required to keep the street and sewer in good order for three years after the sewer is finished.

When the street is occupied by a city passenger railroad track, the sewer shall be constructed alongside of said track in such manner as not to obstruct or interfere with the safe passage of the cars thereon; and no claim for remuneration shall be made by the contractor by the city, unless using said track, as specified in Act of Assembly approved May 8, 1866.

Each proposal will be accompanied by a certificate that a bond has been filed in the Law Department, as directed by ordinance of May 20, 1866.

If the lowest bidder shall not execute a contract within five days after the work is awarded, he will be deemed as declining, and will be held liable on his bond for the difference between the amount of the bid and the amount of the balance in the hands of the accountant, will meet the parties for the first day of October next, at 10 o'clock P. M. at his office, No. 33 S. THIRD Street, in the city of Philadelphia.

W. A. WELTON, Chief Commissioner of Highways. 107 1/2

LEGAL NOTICES. IN THE ORPHANS' COURT FOR THE CITY AND COUNTY OF PHILADELPHIA. WILLIAM A. ARMSTRONG, Executor of the Estate of ALEXANDER ARMSTRONG, deceased. The Auditor appointed by the Court to audit, settle, and adjust the account of WILLIAM A. ARMSTRONG, Executor of the Estate of ALEXANDER ARMSTRONG, deceased, and to report distribution of the balance in the hands of the accountant, will meet the parties for the first day of October next, at 10 o'clock P. M. at his office, No. 33 S. THIRD Street, in the city of Philadelphia.

W. A. WELTON, Chief Commissioner of Highways. 107 1/2

WHISKY, WINE, ETC. CARSTAIRS & McCall, No. 128 Walnut and 21 Granite Sts. Importers of Brandy, Wine, Gin, Olive Oil, etc. Wholesale Dealers. 617 1/2

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WILL SELL AT PUBLIC AUCTION, at the MERCHANTS' EXCHANGE, in the city of Philadelphia, by

MESSRS. THOMAS & SONS, Auctioneers, at 10 o'clock M., on TUESDAY, the eighteenth day of October, A. D. 1870, the property described in and conveyed by the said mortgage, to wit:—

No. 4. Four acres of land, with a large piece of ground, with the buildings and improvements thereon erected, situate on the east side of Broad Street, in the city of Philadelphia, one of them beginning at the distance of nineteen feet seven inches and five-eighths southward from the southeast corner of the said Broad and Coates streets; thence extending eastward, and along the said Broad Street eighty-eight feet one inch and a half to ground north or late of Samuel Miller; thence southward along said ground and at right angles with said Coates Street, seventy-two feet to the northeast corner of an alley, two feet six inches in width, ending southward into Penn Street; thence westward crossing the alley and along the lot of ground hereinafter described and at right angles with said Broad Street, seventy-nine feet to the east side of the said Broad Street, and along the lot of ground on the east line of said Broad Street seventy-two feet to the place of beginning. Subject to a Ground Rent of \$200, silver coin.

No. 5. The other of them situate at the northeast corner of the said Broad Street and Penn Street, containing in front or breadth on the said Broad Street eight feet six inches, and extending eastward along the north line of said Penn Street seventy-four feet and two inches, and on the line of said street, and at right angles with said Broad Street, five inches and three-fourths of an inch to said two feet six inches wide alley. Subject to ground rent of \$175, silver coin.

No. 6. Certain lot or piece of ground beginning at the S. E. corner of Coates Street and Broad Street, thence extending southward along the said street nineteen feet and eight inches, thence eastward eighty feet one inch and one-half of an inch; thence northward, at right angles with said Coates Street, nine feet to the north line of Coates Street, and along the line of ground along the south side of said Coates Street ninety feet to the place of beginning.

No. 7. Four Acres of land, with all the necessary steam machinery, seven-inch cylinder, with ten-inch stroke of piston, with beam boiler, and all the necessary steam passengers, and has power sufficient to draw two extra cars.

NOTE.—These cars are now in the custody of Messrs. Grace & Co., at Trenton, New Jersey, where they can be seen. The sale of them is made subject to a lien for rent, which on the first day of July, 1870, will be due to the said Grace & Co. No. 8. The whole road, plank road, and railway of the city of Philadelphia, bearing date of the eighth day of April, 1863, and recorded in the office for recording deeds and mortgages for the city and county of Philadelphia, in the Mortgage Book A. C. H., No. 56, page 56, etc., and all the franchises, rights, interests, and profits to accrue from the same, or any part thereof belonging to said company, and generally all the tenements, hereditaments and franchises of the said company. And also all the cars of every kind (not included in No. 4), machinery, tools, and materials connected with the proper operation, opening, and running of said railway, plank road, and railway; and all the personal property of every kind and description belonging to the said company.

And also all the streets, ways, alleys, passages, waters, water-courses, easements, franchises, rights, liberties, privileges, hereditaments and appurtenances, and all the premises and real estate mentioned premises and estates belonging and appertaining, and the reversions and remainders, rents, issues, and profits thereof, and all the estate, real and personal, property, claims, demands, and every nature and kind whatsoever of the said Company, as well as law as in equity of, in, and to the same and every part thereof.

TERMS OF SALE. The properties will be sold in parcels as numbered. Each bid must be accompanied by the cash for the price of such parcel, unless the price is less than that sum, when the whole sum bid shall be paid. W. L. SCHAFER, } Trustees. W. W. LONGSTRETH, }

PROPOSALS. DEPARTMENT OF HIGHWAYS. OFFICE, No. 104 S. FIFTH STREET, PHILADELPHIA, Oct. 7, 1870.

NOTICE TO CONTRACTORS. SEALED PROPOSALS will be received at the Office of the Commissioner of Highways until 12 o'clock M. on MONDAY, 10th instant, for the construction of a sewer on the line of Nineteenth Street, from the sewer in Chestnut Street to the south line of Montgomery Avenue. On Forty-first Street, from Haverton Avenue to Mary Street, thence on Mary Street westward to Forty-second Street, three feet in diameter. On Leaf Street, from Orange to Locust Street, two feet six inches in diameter. Said sewers to be made of bricks, circular in form, and according to specifications of the Chief Engineer and Surveyor, with such manholes as may be directed. The undersigned will be pleased to furnish the plans and specifications, and also to have the same revised as to be completed on or before the 31st day of December, 1870. And the contractor shall take bills prepared against the property fronting on said sewer to the amount of one dollar and twenty-five cents for each lineal foot of front on each side of the sewer, and the same cash paid; the balance, as limited by ordinance, to be paid by the city; and the contractor will be required to keep the street and sewer in good order for three years after the sewer is finished.

When the street is occupied by a city passenger railroad track, the sewer shall be constructed alongside of said track in such manner as not to obstruct or interfere with the safe passage of the cars thereon; and no claim for remuneration shall be made by the contractor by the city, unless using said track, as specified in Act of Assembly approved May 8, 1866.

Each proposal will be accompanied by a certificate that a bond has been filed in the Law Department, as directed by ordinance of May 20, 1866.

If the lowest bidder shall not execute a contract within five days after the work is awarded, he will be deemed as declining, and will be held liable on his bond for the difference between the amount of the bid and the amount of the balance in the hands of the accountant, will meet the parties for the first day of October next, at 10 o'clock P. M. at his office, No. 33 S. THIRD Street, in the city of Philadelphia.

W. A. WELTON, Chief Commissioner of Highways. 107 1/2

LEGAL NOTICES. IN THE ORPHANS' COURT FOR THE CITY AND COUNTY OF PHILADELPHIA. WILLIAM A. ARMSTRONG, Executor of the Estate of ALEXANDER ARMSTRONG, deceased. The Auditor appointed by the Court to audit, settle, and adjust the account of WILLIAM A. ARMSTRONG, Executor of the Estate of ALEXANDER ARMSTRONG, deceased, and to report distribution of the balance in the hands of the accountant, will meet the parties for the first day of October next, at 10 o'clock P. M. at his office, No. 33 S. THIRD Street, in the city of