Evening Telegraph

WEDNESDAY, SEPTEMBER 14, 1864.

THE PRESIDENCY.

A Hot Shot into the McClellan Ranks.

A SCATHING CRITICISM.

An Express Train Runs into the Platform!

O! CONSISTENCY WHAT A JEWEL ART THOU!

Geo. Francis Train writes Gen. McClellan another letter. He waxes bitter and bitterer. ROCKAWAY-ON-THE-SEA, Sept. 11, 1864.—To Major-General George B. McClellan, Orange, N. J.—Dear Sir:—It is a mean thing to listen at the key-hole. It is meaner to open a private letter. It is the meanest of all to accept hospitality and abuse the host. But these mean things are Christian virtues compared to the act of accepting the nomination of a party in order to destroy it. A platform is the party's soul. A candidate is the party's body. Separate the body from the soul, and death ensues. It is as difficult to sit between two stools as to sleep with one eye open. You cannot worship God and mammon. Honesty is not only the best policy, but the only one for an honest man. To cheat in politics is as wicked as to cheat in money. You know the Peace men controlled the Convention. They gave you a platform that was neither fish, flesh, fowl nor mackerel. Yet you insist upon the mackerel. Hence the *Daily News*, the *Metropolitan Record*, *Freeman's Journal* and *Ohio Crisis* fly off from you like hoops from an effervescing barrel. Singleton will follow Wood; Vallandigham will fall in, and in two weeks Pendleton will decline to be shipwrecked with the rest. "Come out from under the bed," said the indignant wife to her undecided husband. "Not," said he, "*so long as I have the spirit of a man within me.*"

Mark my words, General, you will not carry a single State except New Jersey, and you will sacrifice seven Democratic members of Congress out of ten. Look at Vermont. Maine will be the same. Indiana will only lead the other States by a month.

You will find it as hard as the Rebels have to fight such Democratic names as Foot, Farragut, Porter and Dupont, on the sea, or Grant, Meade, Burnside, Sickles, Hancock, Thomas and Sherman, on the land—all of whom are against you. The late letters of Sherman and Grant rattle through the Democratic ranks like lightning through a gooseberry bush. It only costs two thousand dollars to get up a McClellan meeting. Young Ketchum said so. If the explosion of a limited quantity of gas in Union Square killed two women and wounded several the other night, what will be the disaster when your whole party bursts up in November.

James Buchanan said that he was no longer J. B., but the Cincinnati platform. You reverse it, and say that you are not the Chicago platform, but G. B. Mac. Said Lord Byron in "Don Juan:"—

> The well-known Hebrew word, I am,
> We English use to govern d—m.

But to our letter. Bulwer said, the "Pen was mightier than the sword." Then he had not made your acquaintance, General. Nominated on your record. Yes. The draft. The Proclamation. The suspension of *habeas corpus*. The arrest of Legislatures. Military at the polls, and disobedience of orders. Is not that your public record? Do you mean, by alluding to your record, that you will do the same again?

"Gentlemen:—I have the honor to acknowledge the receipt of your letter, informing me of my nomination (of course, who else did you suppose it was?) by the Democratic National Convention (certainly it was not the Republican National Committee), recently assembled at Chicago (that's so; it did not assemble at Cleveland or New York), as their candidate at the next election for the President of the United States. (Exactly; it was not for the last election.)

"It is unnecessary for me to say to you that this nomination comes to me "unsought." (Why say it, then?)

Take the whole letter, paragraph by paragraph, dissect it as I have this sentence, and you will find it as weak as dish water; undecided, inconsistent, ungrammatical and egotistical. The six allusions to the Union remind one of the stereotyped cry in the "Fortunes of Nigel," Watches, Clocks, Barnacles. The bright boy who cried barnacles, watches, clocks, introduced a new idea into Scotland.

"If a frank, earnest and persistent effort to obtain those objects should fail, the responsibility for ulterior consequences will fall upon those who remain in arms against the Union."

Why not say war right out, not dodge round a corner this way. Don't forget that old Cass killed himself with the Nicholson letter.

"Believing that the views here expressed are those of the Convention and the people you represent, I accept the nomination."

You don't believe anything of the kind. You know better. The Northwest were all peace. So reads the platform. Five hundred delegates unanimously agree upon a platform. Here it is:—

Resolved, To please you, they have war.
Resolved, To please Pendleton, they have peace.
Resolved, To please all the outs, the war go on till the peace is signed.

Remember that the *Royal George*, in Bristol Channel, went down with all on board, the result of trimming.

Walter Savage Lander wrote on the Georges:—

> "George the First was reckoned vile,
> Viler George the Second,
> And what mortal ever heard
> Any good of George the Third?
> When from earth the Fourth ascended,
> God be praised, the Georges ended."

I condense your letter in two lines:—

Gentlemen:—I accept the nomination, but acknowledge myself totally unfit for the position.

I mean nothing unkind in this, General, but you know that now you are a fair mark, not a large one, for all to shoot at. GEO. FRANCIS TRAIN.

SPEECH OF SECRETARY SEWARD.

Lincoln and Johnson, the Candidates of the Union—Philadelphia and the Draft—The Chicago Convention and its Platform—McClellan and Disunion, or Lincoln and Union.

WASHINGTON, September 13.—Secretary Seward made the following address to the Lincoln and Johnson Association, which called upon him this evening:—

FELLOW-CITIZENS:—I understand that you are the Lincoln and Johnson Association of the District of Columbia. [Cries of "We are."] It is well to inquire, because it is well that when people meet each party should know exactly who the other party are. I will tell you, therefore, who I am. I am a citizen who is in favor of the same ticket you support—Lincoln and Johnson. I am for them because they are the candidates of the Union which we are fighting for. We have found it necessary to fight for that cause, and when I am obliged to fight for a cause I am the last man that goes to the poll and votes against it.

Fellow-Citizens:—In a speech I made at Auburn, I said there should be no draft, because the army is being reinforced by five thousand to ten thousand volunteers per day. The people of Auburn understood me, and cleared their district of the draft by volunteering. Patriotic men in Philadelphia write me that they understood me to say that there will be no draft, and therefore they stop volunteering. I avail myself, therefore, of this occasion to correct their mistake by saying that as "grace can only show itself by works," so the draft will surely come if we do not volunteer and so prevent it. I hope that point is settled now.

Fellow-citizens:—The Democracy at Chicago, after waiting six weeks to see whether the war for the Union is to succeed or fail, finally concluded that it would fail. Therefore they went in for a nomination and platform to make the failure a sure thing by a cessation of hostilities and an abandonment of the contest. At Baltimore, on the contrary, we determined that there should be no such thing as failure, and therefore we went in to save the Union, by battle to the last. Sherman and Farragut have knocked the bottom out of the Chicago nominations, and the elections in Vermont and Maine prove that the Baltimore nominations are staunch and sound.

The issue is thus squarely made up; McClellan and Disunion, or Lincoln and Union. Have you any doubt of the result of that issue? ("No! No!") Nor do I have any doubt.

Many thanks, my friends, for this visit. Good bye.

A PRETTY PICKLE.—Old Rowe kept a hotel, where he used to say that one could get anything that was ever made to eat. One day in came a Yankee, who asked old Rowe what he could give him for dinner. "Anything, sir, from a pickled elephant to a canary bird's tongue." "Wall," said the Yankee, eyeing Rowe, "I'll take a piece of pickled elephant." "Well, we've got 'em all ready right here in the house; but you'll have to take a whole un', 'cause we never cut em." The Yankee thought he would take some codfish and potatoes.

THE OIL REGION.

The Petroleum Wells of Western Pennsylvania—Interesting Particulars.

A correspondent of the Boston *Traveler*, who has explored the oil region in Western Pennsylvania, writes an interesting account of the wells and the active business which the petroleum discoveries have created. We quote a few passages:—

WONDERFUL GROWTH OF THE OIL EMPORIUM.

A ride of twenty-eight miles by rail southerly from Corry, Pa., through a rough but richly timbered country, brings you to the celebrated Oil creek and Titusville emporium of Petroleum. Four years ago this place was but a little village of some twenty dwelling houses.

It lies mainly on a broad plateau upon the northeasterly or left bank of the river; and has, it may be, something like six thousand inhabitants, of whom nine hundred and eighty are taxpayers. The soil is yellowish loam and clay, and the streets are execrable. As many as one thousand teams, carrying each about six barrels of petroleum, have been seen to cross the bridge and pass through them in a single day, and as nobody thinks of repairing them, they are full of gulches, mud-holes, ruts and ridges, rock and lumber, to say nothing of the *debris* of all sorts of vehicles wrecked and ruined in passing over them. At this dry season they seem to be almost impassable; what they are in the spring, those only who have followed our army in the wet months in Virginia can conceive.

I have counted twenty-one hotels—six of which are called "first-class." These public houses are thronged with speculators, oil merchants from Atlantic cities, well owners, brokers, sharpers, blacklegs, *et id omne genus*—and they, of course, make money easily, as the oil springs from the earth around them. The size and number of the stores astonish you, as well as the prices at which goods are selling. The paper on which I write, for instance, sells for fifty cents per quire, but nobody complains, for money comes by magic here.

Two banks are insufficient to meet the financial necessities of the place, and another will be soon established. The *Petroleum Reporter* is the only paper—the people have not time to read; it is enough for them to know the price of oil; how such and such wells run, and where to drill the next one; and yet, withal, there is more of intelligence and courtesy here than I anticipated; and, if profanity and Sabbath breaking be excepted, more of social order and decorum. Titusville has already six religious societies, and as many churches either built or in the process of erection, of which the Episcopal, of yellow sandstone, will be the most beautiful and expensive. The other societies are the Methodist, which has a very neat edifice nearly finished; the Presbyterian, which worships in Crittenden Hall; the Baptist, Universalist, and Roman Catholic. The schools are few and poor; there are not many children to be educated any way. Young men in search of fortune make up two-thirds of the whole community.

PRICES.

As to the prices here, I give you these:—Crude oil, with the barrel, forty gallons, $16·50, the barrel itself being $3·25; flour, $13; oats, $1·10; butter, 50c.; potatoes, 90c. per peck; apples, $2·25 per bushel; peaches 5c. apiece; milk, 8c. per quart; wages of engineers, $3 per day; machinists, $5; teamsters, with two-horse wagons, $10; board at boarding-houses, $1 per day, and oil wells (running) from one to two millions.

HOW THE OIL WAS DISCOVERED.

From time immemorial little blotches of oil had been noticed floating, sometimes on the surface of the springs, just by the margin of the creek, and sometimes on the surface of the creek itself, and hence the name "Oil Creek" was early given. The Indians obtained this oil by digging out these springs, and held their incantations over it while burning; and I find a large tree now growing in one of their ancient wells. From these springs, too, the people of the creek obtained a little oil by soaking blankets in them and by wringing them, for medicinal purposes. This is what is termed surface oil, and the springs are just below Watson's "flats," and about a mile from Titusville.

In the summer of 1859 the attention of Colonel Drake was directed to this spot, and he employed an experienced driller from Salina, Mr W. A. Smith, to sink an artesian well quite near the springs, and on the 12th day of August of that year, Mr. Smith, at the depth of sixty-nine feet only, had the pleasure of seeing gas and oil rush up the tube. "Eureka," he cried out, and surely he had touched that day one of the richest mines this continent has seen. The oil came up at the rate of about twenty-five barrels per day, and was then sold at one dollar per gallon for lubricating purposes. This is the parent of the thousand wells in operation in this valley.

I have just visited it, and find Mr. Smith still at work there—the honest and honored pioneer of the whole business in this region. He keeps the very drill and rimmer—some twenty feet in length—with which he bored the well, and gave me a beautiful specimen of fossiliferous stone taken from the well. He also led me to the creek, and introducing a long iron rod into a spot known only to himself, caused the petroleum to flow up in liberal quantities, which, floating away upon the surface of the stream, spread out into fantastic forms and gleamed and glistened in all the colors of the rainbow. Other wells were immediately put down, and now from Titusville to Oil City, sixteen or seventeen miles below, the margin of the river is literally covered with them, and streams of "golden oil" are pouring day and night out of their long, slender iron tubes.

FORTUNES.

The original owners of the land have several of them retired upon their millions, and a man proposed to sell a little spot to me to-day which I thought hardly worth the taking—when on asking him his price the answer was—"One hundred and fifty only." "One hundred and fifty what?" said I. "O, you are not in the business," he replied, indifferently, "One hundred and fifty thousand, cash." As this was at least one hundred and forty-nine thousand fathoms below the length of my honest purse, I walked thoughtfully away, still musing upon the mighty subterranean currents of petroleum, and growing stronger and stronger in my conviction that the most certain way to reach them is to avoid the "flats" and to strike into the edge of the mountains in the general line of the oil current (if you can find it) and of the successful operators.

HOW THE OIL IS OBTAINED.

In selecting a spot for a well, the artesian driller raises a derrick about one hundred and ten feet in height, brings up a steam engine of about six horse power, and then, after driving down an iron pipe about six inches in diameter through the earth and gravel some fifty feet or so, to the first strata of rock, introduces a drill of about two and a half inches in diameter attached to a temper-screw, and thence to the "walking beam" and engine, with which he bores now at the rate of eight or ten feet per day into the solid slate and soap-stone, say one hundred feet; he then comes to the first strata of sandstone, which may be ten or twelve feet in thickness; and boring through this, comes again to slate and soapstone of a bluish cast, and working on, say for twenty five feet or so, he reaches the second strata of sandstone, out of which there comes rushing up, when the right vein is struck, inflammable gas, salt water, and petroleum. The bore of the well is enlarged by an instrument called a "rimmer," and then an iron tube in sections of about fourteen feet, and closely screwed together, is inserted by sections, and run down to the veins of oil; a flax-seed bag, which expands when wet, is fixed between the tubing and the walls of the well in order to prevent the surface water from descending; a "plunger," or valved piston, is introduced into the tube, and the sucker-rod being attached to the "walking-beam," the conduit-pipes and tank, which may hold sixty barrels, being in readiness, the engine moves, and the precious treasure gushes forth. This is what is called pumping a well; in the "flowing wells"—that is, such as send the oil out spontaneously—the drill must go down into the third strata of the sandstone; but this, in some instances, is very deep. In a well on Watson's Flat, the drill has reached the depth of eleven hundred feet, and yet the third bed of sandstone is not yet reached.

OTHER OIL WELLS.

Although the Oil Creek valley is the richest in the world, it still is not the only one where petroleum is found, and where oil wells are sunk successfully. At Tidioute, on the Allegheny; on French Creek, a tributary of that river; on the Kanawha river, in Virginia; in one or two places in Kentucky; in Ohio, and especially at Mecca in that State, oil wells are now in successful operation. The oil at Mecca was discovered in 1860 by Mr. Wood, who, dining at the hotel, observed a film of oil upon the surface of a glass of water standing by his plate. He immediately bought the well and ground from which it came, and, drilling, struck the oil vein at the depth of fifty feet.

Site of the Chicago Convention.

The building designed for the use of the Chicago Convention was situated upon the shore of Lake Michigan, within a mile of the central portion of the city, and accessible by horse railroads. It was within sight of the grave of Douglas, which will remain without a monument until the Union which he so dearly loved shall have been restored. The building was of gigantic proportions—six hundred and twenty-eight feet circumference, and about two hundred feet diameter. It was estimated to be capable of accommodating fifteen thousand persons. The roof of this immense amphitheatre was thirty-seven feet from the floor in the centre, was covered with patent felt roofing, and sloped gradually to the cornice, which was twenty-eight feet from the ground.

FIFTH EDITION

Latest Southern News

NUMBER AND CONDITION OF THE REBEL ARMY.

Effect of the Loss of the Weldon Railroad.

OBSTRUCTIONS IN THE JAMES RIVER.

LATEST FROM ATLANTA.

EXPLOSION AT AUGUSTA.

The Powder Works Destroyed.

LOSS OF THIRTY THOUSAND POUNDS OF POWDER.

Etc., Etc., Etc., Etc., Etc.

We had a visit yesterday from a gentleman who states that he left the Rebel capital on the 5th inst., having been acting as war correspondent for one of the Richmond papers during the last three years, and is very well posted on the condition and number of the Rebel army, and also the sentiment of the Southern people, in the vicinity of Richmond especially. His statements, therefore, possess an amount of interest at the present time. He says that Lee's whole army in the lines about Richmond at present numbers from seventy thousand to seventy-five thousand men of all branches of the service.

The Rebels have got every male capable of bearing arms, between the ages of sixteen and sixty, in the ranks; so that the forces around Richmond and Petersburg is largely made up of boys and old men. The lines of Lee's army, which includes the seventy or seventy-five thousand men, extend from Coal Harbor to the Appomattox and Weldon railroad, beyond the point of intersection by Grant's troops. The whole Rebel force in the field now amounts to one hundred and sixty thousand men, certainly not over one hundred and seventy-five thousand.

This includes boys, old men, guerillas, and all. Originally, Early took with him to the valley from twenty thousand to twenty-five thousand men; out of these about fifteen thousand have returned to Richmond and participated in the battle with Hancock's Corps near Reams' station. The forces of the enemy now in the valley cannot possibly be over ten thousand or fifteen thousand men. Ewell is said to be in command of what is called the Department of Richmond, and Longstreet has returned to his old command in Lee's army, the centre.

The loss of the Weldon railroad was a severe blow to the enemy. It was the chief line of supply to Richmond. The Danville road amounts to nothing in comparison. Very few supplies can reach Richmond over the Danville road or the Lynchburg road. The rolling stock on the Danville road amounts to nothing, and there is nothing to be brought over the Lynchburg road. In fact, Early's principal mission in the valley was to procure supplies.

After the occupation of the Weldon railroad by Grant an immediate reduction of rations took place in Lee's army. Before its occupancy the Rebel army was receiving half a pound of bacon and a pound and a quarter of meal per man daily. This allowance was at once reduced to a quarter of a pound of bacon and three-quarters of a pound of meal. These are now the rations of the Rebel army under Lee around Richmond and Petersburg. Early's men, who have returned from the valley and fought in the battle of Reams' station, now form the extreme right of the Rebel army.

They are posted on the Weldon railroad, so as to hold what they have of it now. He considers the Rebels were so badly cut up in the battles for the repossession of the Weldon railroad that another attack by them is improbable, unless they have nothing whatever to eat in Richmond.

The citizens of Richmond are in a very wretched condition for subsistence. A dinner at the Spottswood House costs twenty dollars, and consists of a few beans, a little pork, and a few tomatoes. The condition of the citizens generally may be imagined from this circumstance, and from the fact that some of the largest provision dealers in Richmond refuse to sell anything.

They allege that they have only enough for the support of their own families. The city is very quiet, and around its out-skirts it has a most melancholy aspect, and reminds one of a large, dull burying ground. The suburbs are a perfect wilderness, without any inhabitants, and little of the appearance of former days. A bale of hay in Richmond costs from four to five thousand dollars. This may appear incredible; but it is the value of hay in Richmond.

The horses of the Rebel army are in a most miserable condition. "There is nothing on them." They have plenty of hard work and little forage. About the destruction of the Rebel fleet in Mobile bay, the destruction of Fort Powell, and the capture of Forts Gaines and Morgan, the Rebels had little to say; nor did they seem to feel that they had sustained much loss. But there was a general feeling of despondency over the fall of Atlanta, and there were rumors of "underhand work" and "treachery" going the rounds.

The price of flour in Richmond now is $600 or $700 a barrel. Bacon is $12 to $15 a pound, and you cannot get them readily for even these prices.

About the Rebel iron-clads and obstructions in the James river our informant gives very important information.

From what he, as a citizen, could learn, he is of the opinion that there are no obstructions in the river as far up as Drury's Bluff, and none above the bluffs. There appears to be only one line of obstructions in the James river, and that is opposite Drury's Bluff, and consists of one line of torpedoes stretching obliquely from Fort Darling towards the bank on the northwest. This line only reaches near to where the channel along the north bank runs, and by this route the Rebels have never had any obstructions from Fortress Monroe to Richmond, nor have they now.

The Rebel squadron in the James consists of two iron-clads and one wooden gunboat. The iron-clads are built of wood, with three plates of iron for coating, each plate being laid transversely to the one underlying it, and having a thickness of from three-eighths to five-eighths of an inch. This is covered by a coating of railroad iron, on which a slanting surface is everywhere presented, so that the shots will glance off the sides of the vessel, or any other part of her exterior surface.

There are two of these iron-clads, one carrying four heavy guns and the other two. There is absolutely nothing but these, if the channel already described is taken by the Union iron-clads, to hinder them from going up to the city of Richmond.

The ram *Albemarle*, on which the two-hundred pounder at Plymouth, N. C., took no effect, was built in the same manner as those rams at Richmond.

The clothing of the Rebel army is all worn out, and it was never before so badly off in this respect.

The strain upon the Rebels is so great that our informant defies them either to hold out much longer or contradict his statements.—*New York Herald.*

THREATENED DEMONSTRATION BY THE ANDERSONVILLE PRISONERS.

Correspondence of the Charleston Mercury.

RICHMOND, August 27.—What a change has come over the cavalry of Northern Virginia, since a man of mind and earnestness took command. Witness the part played by that arm from Trevillian's down to the brilliant success at Reams'. South Carolinians are making reputations fast of late.

We captured prisoners, cannon and a line of works many miles in the rear of the enemy's front toward Petersburg. He still holds the road, but first and last, it has cost him not less than 15,000 men—a little army—in killed, wounded, and captured, and the end is not yet. Unfortunately our plan of attack leaked out. This last affair was known in Richmond, and hinted in two of yesterday's papers.

From the *Herald* of the 23d we learn that the prisoners at Andersonville have sent four of their number to Washington to represent to Lincoln the actual state of that hell on earth to which his love of the nigger has condemned them. There will be a frenzied howl in the North, but the world will exonerate us, and the Democrats will not be slow to fix the blame where it belongs.

Fears have been entertained of the rising of the Andersonville prisoners. There is no danger unless an outside raid should overcome our garrison. Not long ago, during a torrent fall of rain, and just at dark, fifty feet of the stockade at Andersonville was washed away by the rising of the stream which runs through the pen—fifty feet on two sides—where the stream enters and where it emerges. So far from attempting to escape, at the firing of the signal gun, the prisoners huddled together in the middle of the inclosure and raised a white flag in token of submission.

The *Mercury's* article on a convention of all the States raises some points which appear to have escaped notice here, and will, doubtless, attract not a little attention. But you may rest assured that the "agency" has no thought of acceding to such a convention.

Mr. Benjamin's "circular" in regard to the visit of Jaques and Gilmore to Richmond, discloses little that was not already known. These dogs were sent here by Lincoln to make party capital—no doubt of that—and finaled the whole affair, so that the capital was made the other way.

The *Whig* job office has reprinted one of the Republican clap-trap pamphlets against the peace party, headed, "Rebellion in the North! Extraordinary Disclosures!! Vallandigham's Plan to Overthrow the Government!!!" &c. West & Johnston have "John Marchmont's Legacy" in press.

For the first time since the war, large audiences of the better classes are drawn to the theatre. Miss Ida Vernon in *East Lynne*, is the attraction. Negroes are selling Yankee papers in the streets at $2 each. There is a deal of sickness in town, both among young and old. HERMES.

AUGUSTA POWDER WORKS—FEARFUL EXPLOSION.

From the Charleston Mercury, Sept. 5.

The Savannah *News* learns that the Government powder works at Augusta were blown up on Saturday noon, at 12 o'clock, with some 30,000 pounds of powder. There were nine persons employed in the works at the time, all of whom, we learn, were instantly killed. We have heard no further particulars of the accident.

The destruction of these works will be a serious loss to the Government, but we are gratified to know that the present supply of powder is ample, and that other works in the Confederacy will be able to furnish all that may be required.

ATLANTA.

From the Courier.

A compositor of the Macon *Telegraph* rode through more than half of the enemy's deserted lines on Sunday, starting from Cobb's Mill, on the extreme Federal left. Very little in the way of valuable relics were discoverable, but he presumed a good deal had been removed by our troops and the people.

The only thing betraying neglect was the interment of the Yankee dead, very few of whom were altogether covered with mother earth. Arms, legs and heads were to be seen protruding from the soil in all directions. On a tree, blazed for the purpose, was written by some Ohio officer, afflicted with the *cacoethes scribendi*, these words: —"Not being able to drive the —— rebels out of their works, we leave them ours."

The citizens of Atlanta, male and female, were flocking back to town; and, if they should be victimized by Sherman's flank movement, will be very much Gil Blas when he was "caught like a rat in a trap."

On Sunday several men and boys were killed and cruelly mutilated in the effort to unscrew the Yankee capped shells. The little boys have been at this business for some time, collecting the powder and balls enclosed in these shells, and making merchandise of them. On Sunday, our informant thinks there were twelve or fifteen persons killed or wounded in this hazardous business.

It is needless to say that General Hood is wide awake, and every possible movement of the enemy will find a timely foil.

The New Loan.

WASHINGTON, September 14.—Eleven millions five hundred and fifty thousand dollars of the bonds, on account of the recent loan of thirty-one and a half millions, have been sent off by the Treasury Department. All the certificates thus far received are satisfied.

UNITED STATES

SIX PER CENT. LOAN OF 1881,

FOR SALE,

In amounts and sizes to suit purchasers, at lowest market rates.

BONDS READY FOR DELIVERY.

C. B. WRIGHT & CO.,

No. 142 S. THIRD STREET,

se12-[illegible] Opposite the Exchange.

PROPOSALS.

PROPOSALS FOR THE INTERMENT OF Deceased Soldiers.

PHILADELPHIA, September 13, 1864.

Sealed proposals will be received at the office of the undersigned, No. 1103 GIRARD street, until noon of Wednesday, 28th instant, for the interment, during the term of six months, commencing OCTOBER 1, 1864, of all deceased soldiers within the limits of the military district of Philadelphia, including Chester, Chesnut Hill, Germantown, Nicetown, Haddington, Spring Mill, Fort Mifflin, Camp William Penn, White Hall, and Beverly, as well as any other Hospitals, Barracks, or Camps, that may be established within that term.

Proposals must include a plain but neat pine coffin, shroud, the use of a hearse; a burial place; lettering, and setting up at each grave of a headboard (to be furnished by the Government), and all charges necessary to make the burial complete.

Separate proposals may be forwarded for White Hall and Beverly, where there are Government Cemeteries established.

No proposals will be received unless properly filled in upon blanks, which can be had at this office, and must be guaranteed by persons known at this office to be responsible.

The United States reserves the right to reject all bids deemed incompatible with its interests.

By order of Colonel Alex. J. Perry, Q. M. Dt. U. S. A.

ALBERT S. ASHMEAD,
Captain and A. Q. M.

9 14-[illegible]

PROPOSALS FOR WALNUT HEAD Boards.

PHILADELPHIA, September 13, 1864.

Sealed Proposals will be received at the office of the undersigned, No. 1103 GIRARD Street, until noon of MONDAY, 26th inst., for delivering at the United States Warehouses, Hanover street wharf, on or before OCTOBER 15, 1864:—

1000 Walnut Tablets, or Head Boards, with oval top, each 4 feet long, 10 inches wide, 1½ inches thick, smoothed on all sides and oiled.

A sample must be sent with each proposal, and must be similar to sample now at this office.

Proposals will be received for the whole or part of the above.

No proposals will be received unless properly filled in upon blanks which can be had at this office, and must be guaranteed by persons known at this office to be responsible.

The United States reserves the right to reject all bids deemed incompatible with its interests.

By order of Colonel A. J. Perry, Quartermaster's Department, U. S. A.

ALBERT S. ASHMEAD,
Captain and Assistant Quartermaster.

9 14-10t

PROPOSALS FOR STRAW FOR HOSPITALS, &c.

PHILADELPHIA, September 13, 1864.

Sealed Proposals will be received at the office of the undersigned, No. 1103 GIRARD Street, until noon of TUESDAY, 27th instant, for furnishing to the United States, for six months, commencing October 1, 1864, all the Straw required for use at the various hospitals, barracks, and other public buildings, or camps, within the limits of the Military District of Philadelphia, including Chester, Chesnut Hill, Germantown, Nicetown, Haddington, Spring Mill, Fort Mifflin, White Hall, and Beverly, as well as any other that may be established within that time.

Proposals must state the prices separately for rye and wheat straw, in bundles and bales, and must include the delivery where ordered.

No proposals will be received unless properly filled in upon blanks, which can be had at this office, and must be guaranteed by persons known at this office to be responsible.

The United States reserves the right to reject all bids deemed incompatible with its interests.

By order of Colonel Alex. J. Perry, Quartermaster's Department U. S. A.

ALBERT S. ASHMEAD,
Captain, A. Q. M.

9 14-11t

QUARTERMASTER'S OFFICE,

PHILADELPHIA, PA., September 13, 1864.

Sealed Proposals will be received at this office, until SATURDAY, 12 o'clock M., September 17, 1864, for immediate delivery at the [illegible] street Storehouse, in this city, of the following described CARRIAGE-BOLTS:

[illegible] inch by ⅝ inch.	8,000 6 inch by 5-16 inch.
2,000 3½ inch by 5-16 inch.	7,000 5 inch by ⅜ inch.
6,000 5 inch by 5-16 inch.	10,000 4½ inch by ⅜ inch.
4,000 4 inch by ½ inch.	4,000 4 inch by ⅝ inch.
2,000 4 inch by 5-16 inch.	2,000 3½ inch by ⅝ inch.
2,000 3½ inch by ⅜ inch.	4,000 3½ inch by ⅜ inch.
5,000 2 inch by ⅜ inch.	8,000 1½ inch by ⅜ inch.
2,000 7 inch by ⅝ inch.	

All to be of the best quality and the best make, and subject to inspection.

Bidders will state price both in writing and in figures, quantity of each, size bid for, and the shortest possible time required for delivery; price to include package and delivery.

Each bid must be guaranteed by two responsible persons, whose signatures must be appended to the guarantee and certified to as being good and sufficient security for the amount involved, by the United States District Judge, Attorney, or Collector, or other public officer, otherwise the bid will not be considered.

The right is reserved to reject all bids deemed too high, and no bid from a defaulting contractor will be received.

For further information call at the office, No. 1139 GIRARD Street.

By order of Colonel A. J. Perry, Quartermaster's Department.

GEORGE R. ORME,
Captain and A. Q. M.

se13-4t

QUEEN OF BEAUTY.—WHITE VIRGIN Wax of Antilles is the most perfect preparation of the age, for beautifying, whitening, and preserving the complexion. It is made from pure White Wax, hence its extraordinary qualities for preserving the skin, making it soft, smooth, fair, and transparent. It cures chapped hands or lips, removes pimples, &c. Price 30 and 50 cents. Manufactured only by HUNT & CO., Perfumers, No. 41 S. EIGHTH St., 2 doors above Chesnut, and No. 133 S. SEVENTH Street.

se16-1m

NEW BLUE FISH, SCALE FISH, AND White Fish.
60 barrels new Newburyport Blue Fish.
30 barrels new pickled Scale Fish.
50 barrels Mackinac White Fish.
100 half barrels Mackinac White Fish.
Now in store, and for sale by
KENNEDY, STAIRS & CO.,
se10-3t Nos. 130 and 132 N. WHARVES.

MRS. M. G. BROWN'S

GREAT METAPHYSICAL DISCOVERY

FOR DEAFNESS,

NOISES IN THE HEAD,

DISCHARGES FROM THE EAR,

CATARRH,

NEURALGIA,

RHEUMATISM,

ASTHMA,

SCROFULA,

BRONCHIAL AFFECTIONS,

THROAT DIFFICULTIES,

Diseased Eyes, Loss of Hair, Dyspepsia, Enlargement of the Liver, Diseases of the Kidneys, Constipation, Gravel, Piles, Insanity, Fits, Paralysis, Rush of Blood to the Head,

CONSUMPTION,

With all and every disease which infests the human body, cured effectually by

MRS. M. G. BROWN'S

METAPHYSICAL DISCOVERY.

PRICE $5.

OFFICES—No. 410 ARCH Street, Philadelphia, No. 16 BOND Street, New York, and at No. 18 PEMBERTON Square, Boston.

No boring with instruments.
No blowing in the ears.
No snuffing up the nostrils or introducing wires.
No pouring medicines down the throat.

The METAPHYSICAL DISCOVERY will reach every part that drugs and instruments will reach, and thousands of places besides.

Truth is mighty and must prevail; error is impregnated with death—consequently must sooner or later sink into oblivion.

In all the universe there is nothing so completely swallowed up in error as the facts, forces, and motives connected with the physical and mental constitution of the race.

The sad state of things is the result of ignorance and blindness on the part of those who profess to administer health and life to the people, while, in fact, the majority ignore them from the system, altogether. All Physics find their existence in metaphysics, and can never be understood apart from the same.

There are men who make a business of treating special diseases. They prepare instruments, too barbarous to think of, with which to experiment on poor silly victims, who have strength, neither physically nor mentally, to undergo such *death dealing experiments*.

He who created the human body always speaks of it as a mighty whole, and the man must be a knave or fool who would attempt to divide the system into sections, and treat any disease specifically, independent of the parts or mighty whole to which they belong. All such practitioners treat EFFECTS, but know nothing of the CAUSE whatever. Thus the world is nothing less than a vast hospital.

The alarming condition of the people physically, especially the young, who are old with disease before they begin to bud into life, together with our sad experience in having been bereaved of dear friends, who have passed into untimely graves by being operated on.

These circumstances, with many others which might be mentioned, are an irresistible stimulus to the people to demand of every man who has the life and health of themselves and their loved ones in his hands, and is continually administering medicines which the patient is not allowed to know the name or nature of, I say under these circumstances the people have a right to demand of every such physician to furnish them with a chart of his character, that they may know his qualifications, &c., &c. Indeed every physician should be compelled to have it hung up in his office at all hours. It is only through this channel that the public can have any safety or guarantee for what is most dear to it—life and health; otherwise life may be in the hands of a man more qualified for a blacksmith than a physician.

In this way inherent qualifications, which are indispensable in a physician, are sure to be detected and exhibited. Were this universally done, thousands would leave the profession which nature never qualified them for. If nature qualifies not there can be no suitable qualification, as, in order to detect the first cause of disease, it is requisite and indispensably necessary to inherit Casuality. Metaphysical Power and Constructiveness must also be inherited by all who would be successful in finding an antidote capable of destroying the cause of disease. There is no channel by which the causes can be reached with certainty but the one I have described.

Therefore I say with confidence to the world, that it is through inheriting these rare combinations of character that I have been enabled to detect the first cause of disease. The cause is not, as many suppose it to be, a disease; it is an inverted law between soul and body, which, the Apostle Paul tells us, is always warring against each other. This law sends forth stoppages; these stoppages produce disease in diversified forms, and if disease is experimented on or tampered with it takes a firmer grip of the constitution and multiplies in other forms and other localities of the system, thus destroying the whole machinery of the human body.

Remember, the Stomach and the Liver have nothing to do with the cause of the disease. The treating of these organs, for the cause, has sent millions to an untimely grave.

With confidence I say to the world that my Metaphysical Discovery is the only remedy ever offered to the world which will thoroughly annihilate the root of disease. The discovery consists of three distinct preparations: one for the scalp, one for the eyes, and one for the ears. These work in conjunction, and strike at the root of all disease. When I say all, I mean every disease that ever infested the human body.

A LADY IN THE LAST STAGE OF CONSUMPTION CURED.

From the Boston Journal.

JULY 27, 1864.—I, Mrs. Nancy Sloan, of No. 85 Warren street, Charlestown, do certify that I have been afflicted for ten years. My right side was so paralyzed that I could not be on it. During that time I suffered from catarrh, severe throat; would cough from one to two hours at a time; was very nervous; seldom could sleep at night. I had a lung fever two years since, which reduced me to a skeleton. I had all the medical advice and medicines money could procure, but all to no purpose. I was last sinking in the last stage of consumption. I was confined to bed when Mrs. M. G. Brown's Metaphysical Discovery was sent for. It was applied according to direction. I felt no better, but rather worse for some time.

My friends wanted me to give up, saying it would kill me; that I was too far gone and too weak to try anything more. But my mother said I would die if I did not find relief in the Discovery; and as it was the last trial to cure me she would continue it. We soon found that it was the circulation which was rushing into my system which was taking effect. As the circulation kept increasing my disease began to break up. It was six weeks after I began to apply the medicine before I could gather strength to go into Boston to see Mrs. M. G. Brown, and then I had to have help. The second time I ventured I went without help, and the third time I found my way without any difficulty. I began the use of the Metaphysical Discovery in May, and the result is on this 27th of July, that health and strength is fast returning to my emaciated frame.

My paralyzed side is restored to vigor; I can now rest well on it. My catarrh is gone. My cough, my nervousness, and sore throat are gone. I sleep well. All my irregularities have disappeared, and I must acknowledge that, by the providence of God, I was directed to the use of Mrs. M. G. Brown's Metaphysical Discovery, and by it taken from the mouth of the grave and restored to my family and friends. I know my diseases are gone, and a general circulation has taken place, but expect it will take time to regain my lost flesh and strength.

REMARKABLE CURE OF DEAFNESS OF TWENTY YEARS' STANDING.

I, John A. Newcomb, of Quincy, do certify that I have been entirely deaf in my left ear for twenty years, and for the past six years my right ear has been so deaf that I could not hear conversation or public speaking of any kind. I could not hear the church bells ring while I was sitting in the church. I have also been troubled for a number of years with a very sore throat, so that I was obliged to give up singing in church, for I had lost my voice. I had great trouble in my head, terrible noises, almost to craziness. My head felt numb and stupid, and was a source of constant trouble to me.

I tried every remedy that could be thought of. I went to aurists; but as they wanted to use instruments I would have nothing to do with them. About one month since I obtained Mrs. M. G. Brown's Metaphysical Discovery, and used it according to the directions on the bottles. And the result is that the hearing of both ears is perfectly restored, so that I can hear as well as any man. The great trouble in my head is entirely gone. My head feels perfectly easy and at rest. My throat, which was so diseased, is entirely cured, and I have recovered my voice again. I would not take one thousand dollars for the benefit I have received in the use of Mrs. Brown's Metaphysical Discovery.

REMARKABLE CURE OF DISCHARGES FROM THE EAR, DISEASED EYES, AND LOSS OF INTELLECT.

PHILADELPHIA, September 7, 1864.—I, Henry Marville, Jefferson street (near Mr. Brownholdt's coal yard), Germantown, do certify that my son Joshua took brain fever and catarrh on the breast, which left him with discharges from the ear and diseased eyes. The discharges never ceased. His ears became quite large and unnatural, covered with scab. The pillows had to be changed during the night, so saturated were they with the discharges; it would be impossible to describe the condition of his eyes. My family physician said he would go blind. His intellect also became impaired, that he cared not to be, or play with children. He took no notice of anything around him. None but the parent can tell what our sufferings were to look on our child in this condition.

Most providentially, about one year ago, I saw Mrs. M. G. Brown's "Metaphysical Discovery" advertised in the *Ledger*. I went to the Office, 410 Arch street, and procured the medicine. My wife applied it faithfully and perseveringly. The medicine worked slowly at the beginning, but still we persevered, and the result is that our son is entirely cured of his diseases. His intellect seems to have awakened out of the sleep of death. He is considered now a bright and intelligent boy. The discharges from his ears have entirely ceased, and his ears have become small and natural. His eyes are clear and strong. My wife and myself are well satisfied with the great cure performed on our child by Mrs. M. G. Brown's Metaphysical Discovery, and most heartily commend it to all who suffer.

Mrs. M. G. Brown's Celebrated Poor Richard's Eye Water, $1 per bottle; small size 25 cents. Scalp Renovator, $1 per bottle.

A REMARKABLE CURE OF BLINDNESS.

CANISTOGA, C. W., July 23, 1864.—Mrs. M. G. Brown:—Dear Madam:—I have been quite blind in my right eye for seven years. I have been to several doctors, whom I heard could restore my eyesight, but they never done me any good. I spent large sums of money in traveling to where I heard there were doctors who could benefit me, but none of them could do me any good. I thought my case hopeless, until told by a friend you could relieve me. I sent by a friend and procured your "Metaphysical Discovery," and in twenty-four hours after the first treatment, I could see quite distinctly. I am very thankful for my deliverance.

I remain yours, truly,
JOHN BELEY.

The Celebrated Poor Richard's Eye Water, $1; small size, 25 cents.

No. 410 ARCH Street.

Scalp Renovator, $1.

se10-wy-3m No. 410 ARCH Street.

NET CASH DRUG HOUSE.

WRIGHT & SIDDALL

No. 119 Market Street

BETWEEN FRONT AND SECOND STREETS.

C. W. WRIGHT. F. B. SIDDALL.

DRUGGISTS, PHYSICIANS,

AND

GENERAL STOREKEEPERS,

Can find at our establishment a full assortment of Imported and Domestic Drugs, Popular Patent Medicines, Paints, Coal Oil, Window Glass, Prescription Vials, &c., at as low prices as genuine first-class goods can be sold.

FINE ESSENTIAL OILS

For Confectioners, in full variety, and of the best quality. Cochineal, Bengal Indigo, Madder, Pot Ash, Cudbear, Soda Ash, Alum, Oil of Vitriol, Annatto, Copperas, Extract of Logwood, &c., FOR DYERS' use, always on hand, at lowest net cash prices.

PURE SPICES FOR FAMILY USE.

Ground expressly for our sales, and to which we invite the attention of those in want of reliable articles.

Also, *INDIGO, STARCH, MUSTARD, &c., of extra quality.*

Orders by mail, or city post, will meet with prompt attention, or special quotations will be furnished when requested.

WRIGHT & SIDDALL,
Wholesale Drug Warehouse,
ja11-1y No. 119 MARKET Street, above Front.

WEALTH, HEALTH, AND BEAUTY.

If to gain admiring eyes;
If to cause invidious sighs;
If to be a blooming flower,
Fading, dying in an hour—BEAUTY!

If to have a host of friends;
If for vice to make amends;
If with high-born blood to wed;
If a marble stone when dead—WEALTH!

If to live threescore and ten,
Wishing life as long again;
If to live a life of peace;
If to die and go to *grease*—HEALTH!

If you wish a life of pleasures;
If you value this world's treasures;
If every comfort you would see,
Take my advice, and wish *all three*.

Then, having Health, Wealth, and Beauty,
You'll be prepared for every duty.

By a careful perusal of Dr. WILLIAM YOUNG'S New Book, THE MARRIAGE GUIDE, which should be read by every one. Sold by Booksellers generally, and at the Doctor's office, No. 416 SPRUCE STREET; price 25 cents. au5-tf

THE ARTIFICIAL HAND.
H. A. GILDEA,
Inventor and Manufacturer of the
ARTIFICIAL ARM,
Approved and adopted
BY THE
SURGEON-GENERAL OF THE UNITED STATES.
for Soldiers.
Has permanently located his Office and Factory at No. 313 S. FOURTH Street, six doors below Spruce, Philada.
1e 20-3m

PHILADELPHIA SURGEONS' BANDAGE INSTITUTE, No. 14 North NINTH Street, above Market. Ruptures radically cured by B. C. EVERETT'S Premium Patent Graduating Pressure Truss. Superior Elastic Belts, Elastic Stockings, Supporters, Shoulder Braces, Suspensories, Crutches, &c.
Ladies attended by Mrs. B. C. EVERETT. my25-1y

GROVER & BAKER'S
FIRST PREMIUM
ELASTIC STITCH
SEWING MACHINES,
THE BEST IN USE.
ap28 No. 730 CHESNUT Street.

ESTY'S
COTTAGE ORGANS,
Not only UNEXCELLED but UNEQUALLED in purity of Tone and Power, designed especially for Churches and Schools, but found to be equally well adapted to the Parlor and Drawing Room. For sale only by
E. M. BRUCE,
No. 18 N. SEVENTH Street.
Also, a complete assortment of the Perfect Melodeon constantly on hand. au19-3m

TO SHIP CAPTAINS AND OWNERS.
—The undersigned having leased the KENSINGTON SCREW DOCK, begs to inform his friends and the patrons of the Dock, that he is prepared with increased facilities to accommodate those having vessels to be raised or repaired, and being a practical ship-carpenter and caulker, will give personal attention to all vessels entrusted to him for repairs.
Captains or Agents, Ship-Carpenters, and Machinists having vessels to repair, are solicited to call.
Having the agency for the sale of "Wetterstedts' Patent Metallic Composition," or Copper Paint, for the preservation of vessels' bottoms, for this city, I am prepared to furnish the same on favorable terms.
JOHN H. HAMMITT,
Kensington Screw Dock,
mh11-tf Delaware avenue, above Laurel street.

GOLD'S IMPROVED STEAM AND WATER-HEATING APPARATUS,
For Warming and Ventilating Public Buildings and Private Residences,
Manufactured by the
UNION STEAM AND WATER-HEATING COMPANY OF PHILADELPHIA.
JAMES P. WOOD,
No. 41 S. FOURTH Street.
mh20-6m B. M. FELTWELL, Superintendent.

RAILROAD LINES.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.
CHANGE OF HOURS.
On and after MONDAY, August 1, 1864,
Passenger trains leave Philadelphia for
Baltimore at 4·30 (Express, Mondays excepted), 8·05 A. M., 12 M., 2·30 and 10·30 P. M.
Chester at 8·05, 11·15 A. M., 1·30, 2·30, 4·30, 6·00 and 11·00 P. M.
Wilmington at 4·30 (Mondays excepted), 8·05, 11·15 A. M., 1·30, 2·30, 4·30, 6·00, 10·30 and 11·00 P. M.
New Castle at 8·05 A. M. and 4·30 P. M.
Dover at 8·05 A. M. and 4·30 P. M.
Milford at 8·05 A. M.
Salisbury at 8·05 A. M.

TRAINS FOR PHILADELPHIA.
Leave Baltimore at 8·45, 9·40 A. M. (Express), 1·10, 5·25 and 10·25 P. M.
Wilmington at 1·48, 6·45, 9 A. M., 12·24, 1, 1·45, 4·00, 4·38, 7 and 9·10 P. M.
Salisbury at 11·55 A. M.
Milford at 2·45 P. M.
Dover at 6·50 A. M., and 4·15 P. M.
New Castle at 8·30 A. M., and 6·27 P. M.
Chester at 7·45, 9·40 A. M., 1·00, 2·45, 4·40, 5·00, 7·56, 9·40 P. M.
Leave Baltimore for Salisbury and intermediate stations, at 10·25 P. M.
Leave Baltimore for Dover and intermediate stations at 1·10 P. M.

TRAINS FOR BALTIMORE.
Leave Chester at 8·40 A. M., 3·05 and 11·05 P. M.
Leave Wilmington at 5·35, 9·25 A. M., 3·40 and 11·40 P. M.
Freight Trains, with Passenger Car attached, will run as follows:—
Leave Wilmington for Perryville and intermediate places at 7·45 P. M.
SUNDAYS—Only at 4·30 A. M., 10·30 P. M., from Philadelphia to Baltimore.
From Philadelphia to Wilmington at 4·30 A. M., 10·30, and 11 P. M.
From Wilmington to Philadelphia at 1·48 A. M. and 7·00 P. M. Only at 10·25 P. M., from Baltimore to Philadelphia.
ja4 H. F. KENNEY, Superintendent.

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD, OPEN TO OXFORD—SPRING ARRANGEMENT.
On and after FRIDAY, April 1, 1864, the trains will leave as follows:—

LEAVE EASTWARD. Stations.	A. M.	P. M.	LEAVE WESTWARD. Stations.	A. M.	P. M.
Oxford	6·30	3·25	Philadelphia	8·00	4·30
West Grove	6·57	3·52	West Chester	7·45	4·45
Avondale	7·05	4·01	W. C. Junction	9·08	5·41
Kennett	7·20	4·17	Concord	9·23	5·56
Chadd's Ford	7·42	4·41	Chadd's Ford	9·41	6·14
Concord	8·00	5·00	Kennett	10·05	6·37
W. C. Junction	8·15	5·15	Avondale	10·21	6·54
Philadelphia	9·22	6·26	West Grove	10·29	7·02
West Chester	9·30	6·10	Oxford	10·56	7·30

Passenger Depot in Philadelphia has been changed from Eighteenth and Market streets, to THIRTY-FIRST and MARKET Streets, West Philadelphia. Market Street Passenger Railway Cars convey Passengers to and from the Depot.
Passengers go through without change of cars.
ja4 HENRY WOOD, Superintendent.

SHIPPING.

STEAM WEEKLY TO LIVERPOOL, touching at Queenstown, Cork Harbor.—The well-known steamers of the Liverpool, New York, and Philadelphia Steamship Company are intended to sail as follows:—
CITY OF WASHINGTON, Saturday, September 17.
CITY OF MANCHESTER, Saturday, September 24.
CITY OF LONDON, Saturday, October 1.
And every succeeding Saturday, at noon, from Pier No 44 North River.

RATES OF PASSAGE PAYABLE IN CURRENCY.

First Cabin	$100·00	Steerage	$50·00
First Cabin to London	170·00	Steerage to London	62·00
First Cabin to Paris	190·00	Steerage to Paris	80·00
First Cabin to Hamburg	180·00	Steerage to Hamburg	74·00

Passengers also forwarded to Havre, Bremen, Rotterdam, Antwerp, &c., at equally low rates.
Fares from Liverpool or Queenstown:—First Cabin, $150, $170, $210. Steerage from Liverpool and Queenstown, $70. Those who wish to send for their friends can buy tickets here at these rates.
For further information apply at the Company's offices.
JOHN G. DALE, Agent,
No. 111 WALNUT Street, Philadelphia.

BOSTON AND PHILADELPHIA Steamship Line, sailing from each port on SATURDAYS, from first wharf above PINE Street, Philadelphia, and Long Wharf, Boston. From first wharf above PINE Street, on Saturday, September 17, 1864.
The steamship NORMAN, Baker, will sail from Philadelphia for Boston, on Saturday, September 17, at 10 A. M., and the steamship SAXON, Matthews, from Boston for Philadelphia, on same day, at 4 P. M.
These new and substantial steamships form a regular line, sailing from each port punctually on Saturdays.
Insurances effected at one-half the premium charged on sail vessels.
Freights taken at fair rates.
Shippers are requested to send Slip Receipts and Bills Lading with their goods.
For Freight or Passage (having fine accommodations) apply to HENRY WINSOR & CO.,
ja1-tf No. 332 S. DELAWARE Avenue.

FOR NEW YORK.—DESPATCH and Swiftsure Lines, via Delaware and Raritan Canal. The steamers of these lines are leaving daily at 12 o'clock M., and 5 o'clock P. M., from third pier above Walnut street.
For freight, which will be taken on accommodating terms, apply to WILLIAM M. BAIRD & CO., No. 124 S. DELAWARE Avenue.

RAILROAD LINES.

1864. ARRANGEMENTS OF NEW YORK LINES. 186[4]
The Camden and Amboy and Philadelphia and Tre[nton] Railroad Companies' Lines from Philadelphia to New [York] and Way Places
FROM WALNUT STREET WHARF,
Will leave as follows, viz.:—
At 6 A. M., via Camden and Amboy, C. and A. Accommodation
At 8 A. M., via Camden and Jersey City, Morning Express
At 12 M., via Camden and Amboy, C. and A. Accommodation
At 2 P. M., via Camden and Amboy, C. and A. Express
At 3 P. M., via Camden and Amboy, Accommodation (Freight and Passenger)
At 6 P. M., via Camden and Amboy, Accommodation (Freight and Passenger) 1st Class Ticket
2d Class do.
At 7½ P. M., via Camden and Amboy Accommodation (Freight and Passenger), 1st Class Ticket
2d Class do.
For Mauch Chunk, Allentown, Bethlehem, Belvi[dere], Easton, Lambertville, Flemington, &c., 3·30 P. M.
For Lambertville and intermediate Stations, at 5 P[. M.]
For Mount Holly, Evansville, Pemberton, and Vin[cen]town, at 6 A. M., 2 and 5 P. M.
For Freehold at 6 A. M. and P. M.
For Palmyra, Riverton, Delanco, Beverly, Burling[ton], Florence, Bordentown, &c., at 6 A. M., 12 M., 1, 3·30 and 6 P. M. The 3·30 and 5 P. M. lines run direct thr[ough] to Trenton.
For Palmyra, Riverton, Delanco, Beverly, and Bur[lington] at 7 P. M.
Steamboat Trenton, for Bristol, Burlington, Bev[erly], Torresdale, and Tacony at 9·30 A. M. and 3·30 P. M.
LINES FROM KENSINGTON DEPOT
Will leave as follows:—
At 4 A. M., (night) via Kensington and New York, Washington and New York Mail
At 11·15 A. M., via Kensington and Jersey City Express
At 4·30 P. M., via Kensington and Jersey City Express
At 6·45 P. M., via Kensington and Jersey City, Washington and New York Express
Sunday lines leave at 4 A. M. and 6·45 P. M. There [will] be no line at 4 A. M. (Night) on Mondays.
For Water Gap, Stroudsburg, Scranton, Wilkesba[rre], Montrose, Great Bend, Mauch Chunk, Allentown, Bet[hle]hem, Belvidere, Easton, Lambertville, Flemington, &c., 7·15 A. M. This line connects with the train leaving Ea[ston] for Mauch Chunk at 3·30 P. M.
For Lambertville and intermediate stations at 5 P. M.
For Bristol, Trenton, &c., at 7·15 and 11·15 A. M., a[nd] P. M.
For Holmesburg, Tacony, Wissinoming, Bridesburg, [and] Frankford at 9 A. M., 5, 5·45, and 8 P. M. The 9 A. M. l[ine] runs to Bristol.
For New York and Way Lines leaving Kensin[gton] Depot, take the cars on Fifth street, above Walnut, ha[lf an] hour before departure. The Cars run into the Depot, [and] on arrival of each train run from the Depot.
Fifty pounds of baggage only allowed each passe[nger]. Passengers are prohibited from taking anything as bag[gage] but their wearing apparel. All baggage over fifty po[unds] to be paid for extra. The Company limit their respo[nsi]bility for baggage to One Dollar per pound, and will n[ot be] liable for any amount beyond $100, except by special [con]tract.
Graham's Baggage Express will call for and deliver b[ag]gage at the Depots. Orders to be left at No. 3 WALN[UT] street.
August 8, 1864. WM. H. GATZMER, Agen[t].
LINES FROM NEW YORK FOR PHILADELPH[IA] WILL LEAVE
From foot of Courtlandt street at 12 M. and 4 P. M., via Jersey City and Camden; at 7 and 10 A. M., 6 P. M., [and] 12 (Night) via Jersey City and Kensington.
From foot of Barclay street, at 6 A. M. and 2 P. M., via Amboy and Camden.
From Pier No. 1 North River, at 12 M., 4 and 8 P[. M.] (Freight and Passenger) via Amboy and Camden.

FREIGHT LINES FOR NEW YORK A[ND] all the stations on the Camden and Amboy and [con]necting Railroads.
INCREASED DESPATCH.
The Camden and Amboy Railroad and Transporta[tion] Company's Freight Lines for New York will leave Wa[lnut] street wharf on and after January 8, daily (Sundays [ex]cepted) at 4 o'clock P. M.
Returning, the above Lines will leave New York at 1[2 M.,] 4 P. M.
Freight must be delivered before 3½ P. M. to be [for]warded the same day.
Freight for Trenton, Princeton, Kingston, New Bru[ns]wick, and all points on the Camden and Amboy Railro[ad]; also on the Belvidere, Delaware, and Flemington, the N[ew] Jersey, the Freehold and Jamesburg, and the Burlin[gton] and Mount Holly Railroads, received and forwarded [at] 12½ o'clock P. M. Small packages for Mount Holly rece[ived] up to 2 o'clock P. M.
The Belvidere Delaware Railroad connects at Phill[ips]burg with the Lehigh Valley Railroad. The New Jer[sey] Railroad connects at Elizabeth with the New Jer[sey] Central Railroad, and at Newark with the Morris [and] Essex Railroad.
A slip memorandum, specifying the marks and nu[m]bers, shippers and consignees, must in every instance [be] sent with each load of goods, or no receipt will be giv[en].
Increased facilities having been made for the transpo[rta]tion of LIVE STOCK, drovers are invited to try this ro[ute]. When the stock is furnished in quantities of TWO C[AR] LOADS or more, it will be delivered at the foot of Fort[ieth] street, near the Drove Yards, or at Pier No. 1 N[orth] River, as the shippers may designate at the time of [ship]ment.
WALTER FREEMAN, Freight Agent,
No. 208 S. Delaware avenue, Philadelphi[a].
GEO. B. RAYMOND, Freight Agent,
ja5 tf Pier No. 1 North River, New York.

PHILADELPHIA AND TRENTON A[ND] CAMDEN AND AMBOY RAILROAD COMPAN[Y] NOTICE.
On and after MONDAY, January 4, 1864, the Trains [for] New York, leaving Kensington Depot, Philadelphia, [at] 5·12 A. M. (Night), and 2·30 P. M., and the trains leav[ing] New York at 8 A. M. and 7·30 P. M., will hereafter be [run] exclusively for the United States Mails and New Y[ork] and Washington Passengers, and will not take in nor [let] out any passengers between said cities.
The 10 A. M. and 12 Midnight Lines from New York [to] Washington, and the 11·30 A. M. and 5 P. M. Lines f[rom] Washington to New York, will continue as at present, [to] carry passengers to and from the intermediate stations [between] Baltimore, Washington, and New York.
ARRANGEMENTS BETWEEN PHILADELPHIA A[ND] NEW YORK.
Lines leave Philadelphia, from Kensington Depot, [at] 11·15 A. M., 4·00, and 6·45 P. M., and 12·30 midnight, [and] from Walnut Street Wharf (via Camden), at 6 and [8 A.] M., 12 M., 4 and 6 P. M., for New York.
And leaves New York, from foot of Courtlandt str[eet], at 7 A. M., 10 A. M., 12 M., 4 and 6 P. M., and at 12 m[id]night, and from foot of Barclay street at 6 A. M., a[nd] P. M.
WM. A. GATZMER,
ja5-tf Agen[t].

1864. PENNSYLVANIA CENTRAL RAILROAD. 186[4]
THE GREAT DOUBLE-TRACK SHORT ROUTE [TO] THE WEST, NORTHWEST, AND SOUTHWEST.
Equipments and facilities for the safe, speedy, and co[m]fortable transportation of passengers, unsurpassed by [any] route in the country.
Trains leave the Depot at ELEVENTH and MARK[ET] Streets as follows:—
Mail Train at .... 7·25 A. [M.]
Fast Line at .... 11·25 A. [M.]
Through Express at .... 10·30 P. [M.]
Parkesburg Train, No. 1, at .... 10·00 A. [M.]
Parkesburg Train, No. 2, at .... 1·00 P. [M.]
Harrisburg Accommodation at .... 2·30 P. [M.]
Lancaster Train at .... 4·00 P. [M.]
Paoli Accommodation (leaves West Philadelphia) at .... 6·00 P. [M.]
Through Passengers by the Fast Line reach Altoona [for] supper, where will be found excellent accommodations [for] the night at the Logan House, and in the morning m[ay] take either the Philadelphia or Baltimore Express, eac[h of] which makes connections at Pittsburg for all points. [A] daylight view is thus afforded of the entire line and [its] magnificent scenery.
The Through Express Train runs daily; all the ot[her] trains daily, except Sundays.
FOR PITTSBURG AND THE WEST.
The Mail Train, Fast Line, and Through Express c[on]nect at Pittsburg with through trains on all diverging ro[ads] from that point, North to the Lakes, West to the Mis[sis]sippi and Missouri Rivers, and South and Southwest t[o all] points accessible by railroad. Through Tickets to Cle[ve]land, Detroit, Chicago, St Paul, Columbus, Indianap[olis], St. Louis, Leavenworth, Kansas, Wheeling, Dayton, C[in]cinnati, Louisville, Cairo, and all other principal poi[nts], and baggage checked through.
INDIANA BRANCH RAILROAD.
The Through Express, leaving at 10·30 P. M., conne[cts] at Blairsville intersection with a train on this road [for] Blairsville, Indiana, &c.
EBENSBURG AND CRESSON BRANCH RAILROA[D].
The Through Express Train, leaving at 10·30 P. M., co[n]nects at Cresson, at 10·45 A. M., with a train on the r[oad] for Ebensburg. A train also leaves Cresson for Ebensb[urg] at 8·45 P. M.
HOLLIDAYSBURG BRANCH ROAD.
The Mail Train at 7·25 A. M., and Through Express [at] 10·30 P. M., connect at Altoona with trains for Holliday[s]burg at 7·55 P. M. and 8·30 A. M.
TYRONE AND CLEARFIELD BRANCH RAILROA[D].
The Through Express Train, leaving at 10·30 P. M., co[n]nects at Tyrone with a train for Sandy Ridge and Philip[s]burg, and by Bald Eagle Valley Railroad for Port Matil[da], Milesburg, and Bellefonte.
HUNTINGDON AND BROAD TOP RAILROAD.
The Through Express Train, leaving at 10·30 P. M., c[on]nects at Huntingdon with a train for Hopewell and Bloo[dy] Run at 6·56 A. M.
NORTHERN CENTRAL AND PHILADELPHIA A[ND] ERIE RAILROADS.
For Sunbury, Williamsport, Lock Haven, Elmira, R[o]chester, Buffalo, and Niagara Falls, passengers taking [the] Mail Train at 7·25 A. M., and the Through Express [at] 10·30 P. M., daily except Sundays, go directly throu[gh] without change of cars between Philadelphia and W[il]liamsport.
For YORK, HANOVER, and GETTYSBURG, the tra[ins] leaving at 8 A. M. and 2·30 P. M., connect at Colum[bia] with trains on the Northern Central Railroad.
CUMBERLAND VALLEY RAILROAD.
The Mail Train at 7·25 A. M., and through Express [at] 10·30 P. M., connect at Harrisburg with trains for Carlis[le], Chambersburg, and Hagerstown.
WAYNESBURG BRANCH RAILROAD.
The trains leaving at 7·25 A. M. and 2·30 P. M., conne[ct] at Downingtown with trains on this road to Waynesbu[rg] and intermediate stations.
For further information apply at the Passenger Statio[n], S. E. corner of ELEVENTH and MARKET Streets.
JAMES COWDEN, Ticket Agent.
COMMUTATION TICKETS.
For 1, 3, 6, 9, or 12 months, at very low rates, for the a[c]commodation of persons living out of town, or located [on] or near the line of the road.
COUPON TICKETS.
For 26 trips between any two points, at about two ce[nts] per mile. These tickets are intended for the use of famil[ies] travelling frequently, and are of great advantage to perso[ns] making occasional trips.
SCHOOL TICKETS.
For one or three months, for the use of scholars attendi[ng] school in the city.
WESTERN EMIGRATION.
An Emigrant Accommodation train leaves No. 137 Doc[k] street daily (Sundays excepted) at 4 o'clock P. M., offerin[g] a comfortable mode of travel to families going West, a[t] one-half the usual rate of fare. Particular attention [is] paid to baggage, for which checks are given, and baggag[e] forwarded by the same train with passengers.
For full information, apply to
FRANCIS FUNK, Emigrant Agent,
No. 137 DOCK Street.
MANN'S BAGGAGE EXPRESS.
An agent of this reliable Express Company will pa[ss] through each train before reaching the depot, and take [up] checks and deliver baggage to any part of the city. Ba[g]gage will be called for promptly when orders are left at [the] Passenger Depot, Eleventh and Market streets. The trave[l]ing public are assured *that it is entirely responsible.*
FREIGHTS.
By this route freights of all descriptions can be fo[r]warded to and from any points on the railroads of Ohi[o], Kentucky, Indiana, Illinois, Wisconsin, Iowa, or Missou[ri], by railroad direct, or to any point on the navigable water[s] of the West, by steamers from Pittsburg.
The rates of freight to and from any point in the We[st] by the Pennsylvania Central Railroad are at all times [as] favorable as are charged by other Railroad Companie[s]. Merchants and shippers entrusting the transportation [of] their freight to this Company can rely with confidence o[n] its speedy transit.
For freight contracts or shipping directions, apply to o[r] address the Agents of the Company:—
S. B. KINGSTON, Jr., Philadelphia.
D. A. STEWART, Pittsburg.
CLARK & CO., Chicago.
LEECH & CO., No. 1 Astor House, or No. 1 S. Willia[m] street, New York.
LEECH & CO., No. 77 Washington street, Boston.
WILLIAM BROWN, No. 80 North street, Baltimor[e], Agent Northern Central Railway.
H. H. HOUSTON,
General Freight Agent, Philadelphia.
LEWIS L. HOUPT,
General Ticket Agent, Philadelphia.
ENOCH LEWIS,
General Superintendent, Altoona, Pa.