A Visit to the Zouave Jacob. Paris Correspondence Birmingham Journal.

The Zouave admits no one to his presence who is not really afflicted with disease or infirmity, those who are led to the Rue de la Roquette by curlosity being compelled to remain in the waiting-room. Fortunately, I was furnished with a letter from his best friend, and become privileged at once furnished with a letter from his best friend, and became privileged at once. I entered the room with twenty of the most ragged and dirty of the whole mob, and am thus enabled to describe the scene. The Zonave was standing as if in a reverie when we entered pell-mell into the long, low apartment where the cures were performed. He was leaning against the wall, with his eyes half open, after the fashion of Sonnambula before entering completely into trance, the only difference being in the interne light, shot out from the living orbs between the dropping evelids. He living orbs beneath the drooping cyclids. He neither spoke nor moved whist his father busied himself in arranging the visitors upon the low wooden benches before him. Every crutch and stick was taken from the infirm patients, and placed in the corner behind the door, amid the timid whites of the poor frightened greatures. ened creatures, accustomed to look upon the help afford by these objects as absolutely ne-cessary to their safety. When all were seated thus, leaning the one against the other, the father, going close up to the son, whispered in his ear. He was aroused in a moment, and coming forward with a movement brusque and hurried, savoring of the military mamp, and not in the least of the solemnity of the magleian's sanctuary, he walked up and down a few minutes before the eager line of sufferers. To each he told the disease under which he or she was suffering, and the original cause of the malady; and as no objection was made in any one case, I am led to suppose him to have been right in ail. Presently however I observed. sently, however, I observed him to stop sud-denly, and fix his eye upon one of the patients who sat at the extreme end of the second bench, and, after examining him for a moment, turn aside with a slight snudder, which I observed was neither of disgust nor dread, but a kind of involuntary recoil. He said abruptly, pointing with his forefinger straight into the face of the individual he addressed:—"I can do nothing for your disease; it is beyond my power; go, and remember it is useless to return." This was all, but the words acted upon the man like a magic spell. He shook from head to foot like the average of the straight of the specific that the straight of the straig oot like the aspen leaf, and tried to gasp out a lew words, but whether of prayer or expostulation it is impossible to say, for his tongue seemed paralyzed, and clung to the roof of his nouth, while the Zouave turned aside with an indescribable expression of fear, certainly in-dicative of a kind of intimidation. But this was soon shaken off, and he again passed before was soon shaken off, and he again passed before the line, uttering simply the words, "Rise and walk!" The sound which simultaneously burst from the assembly could find no fitting description in any language. It was a sort of moaning whine, a kind of infantine walling, evidently produced by fear and doubt. One feeble old beguar weman, whose head had stopped its palsied snaking from the moment the Zouave Jacob had fixed his glittering eye apon her, was the one wao gave expression to the feeling which had evidently taken posses-sion of them all:—"On, how can I move without my crutches?" and, having lurned a yearning look towards the corner where these old friends and supporters were standing, with a host o others, she began to mumble and moan most piteously. But the Zonave looked for an instant down the line, with an ominous frown on his brow, as he found that not one of the patients had obeyed his orders. No pretension to the sacred character of a prophet or inspired seer was there, for he stamped with such rude violence on the floor that the casement shook sgain. He almost uttered an oath, but it was unfinished, as he once more uttered the command to rise and walk, so that others might be admitted in their place. Then came he most strange and mysterious moment of the whole ceremony. One by one did every individual seated upon those low wooden benches rise and stand erect. No words can describe the singular spectacle offered by this fearing, hoping, doubting crowd, as each one found himself standing firm upon each one found himself standing firm upon the legs which for years had ceased to do their office. Some laughed like foolish chil-dren, some remained wrapped in stolid won-der, while many burst into the most heart-rending paroxysm of weeping. It was then that the Zonave stretched forth his arm and and them papes. All was hushed and silent oade them pause. All was hushed and silent for a mument. The pause lasted for some time. I have been told that it is always so, but have not been able to account for its necessity; and then the door was thrown open, and the crip-pled and the paralyzed, the halt and lame of the hour before, walked from that long, low, half-darkened chamber, with somewhat timid gail, it may be, but with straightened limbs and measured steps, as though no allment had ever reached them. One or two amongst the number turned to thank their deliverer, but the Zouave dismissed them brutally, Be off, dont stand shilly shally. You are cured, ain't you?—that's enough—now Quittermot le camp!" In plain English, "Cut your
stick, and be gone." Before leaving the room
I turned to look at the single patient whose
case Jacob had pronounced as beyond his
power to cure: the man was paralyzed in both
arms, and his neck twisted all awry. It certainly was a hanging countenance—worse than tainly was a hangdog countenance—worse than any I ever beheld—and the expression of rage and hate and fear which it conveyed was unmistakable. His feet were paralyzed likewise, and turned outwards. The Zouave's father searched amongst the sticks and crutches left in the corner for those which belonged to the only cripple destined to remain so, and, as he touched each one, looked with inquiring glance towards the unhappy wretch, who answered with an awkward terk of his wry neck, until he seized upon a sort of wooden shelf or go-cart upon wheels; which the cripple had been used to push before him. A boy came in to help him from his seat, and as he disap-peared, supported by this aid, he uttered a polgnent groan, which resonneed through the place with the most weird and terrible effect imagi-nable. I subsequently inquired of the Zonave by what impression he was made aware of his inability to cure. He answered simply that in cases of this kind a veil seemed to fall before his eyes and impede his view of the patient.

-Marietta Ravel is in Portland. -Major-General Doyle is in Halifax.

-Tragedian Bandmann is in London. -John Owens is playing in Leavenworth. -Sprague is at Moosehead Lake, in Maine. -Max Muller is writing a book of genre

-Mike McCoole and Joe Coburn are to try it in the P. R. -General N. B. Forrest has left Louisville

essavs.

for New York. -Mr. H. W. Voorhees is to speak twice in Ohio next week.

-General Griffin's widow has left Galveston for New York. -General Schofield has returned to Rich

mond from Fortress Monroe. -Congressman Noell, of Missouri, is quite ill in St. Louis. -Bierstadt's "Domes of the Yo-Semite" is

on exhibition in Boston. -Bishop McGill has returned from the sights at Rome to his see at Richmond.

-Charles A. Barry, the artist, sailed from Boston by the Cuba on Wednesday. -Samuel Parry, of the class of '68, has been made Commodore of the Yale Navy. -Henry Coltart, of Pittsburg, has challenged Hamill to row five miles for \$2000.

-David Makepeace, of Norton, Mass., celerated his hundredth birthday last Monday. -Hon. John Morrissey won \$20,000 at the pringfield regatta by betting on the Wards. -Another M. P. is coming to the United

States-Hon. Henry Cowper. -Last week there was a stock of 248,427,702 feet of lumber in Chicago. -We learn from Maine that meadow cran-

berries have never been so plentiful there as they are this year. -Mr. Dickens' agent found, during his re-

cent visit to this country, a man eighty years old who had never heard of Charles Dickens. -A lot of land in Chicago was sold last week for \$3000 per foot, the highest price ever

realized in that city. -The sales of tobacco at Louisville, Ky., in August amounted to 3949 hhds., worth

PROPOSALS.

DROPOSALS FOR DREDGEBOAT. No. 7 Bowling Green, New York Cirr,
September 19, 1867

The undersigned hereby invites seated

The undersigued hereby invites seated proposals for building and equipping ready for sea and for work the first of the two Dredgeboats (authorized by joint resolution of Congress approved March 29, 1867) for improving the mouth of the Mississippi river, in accordance with models, drawings, and specifications visible at this effice, and instructions to be furnished by the Engineer in charge; the Dredgeboat to be delivered at such point in the Mississippi river at or below New Orleans, as the Engineer in charge may direct.

or below New Orleans, as the Engineer in charge may direct.

The Dredgeboat to be a double-ender, 160 feet long, 30 feet beam, and 22 feet high, measured from the bottom of the keel to the surface of the spar-deck at amidships; to have a screw propeller at each end, one of which is to be 14 feet diameter, driven by two engines, and the other 12 feet diameter, and driven by one; to be fitted with water compartments for results. water compartments for readily adjusting the draft to any depth from 14 to 20 feet; to be fitted with an auxiliary scraper at each end; and many of the parts to have a strength con-siderably exceeding that of like parts of steamers of like dimensions designed for ordinary ocean pavigation

avigation.

During the construction of the Dredgeboat

During the construction of the Dredgeboat reasonable facilities for inspecting the materials and workmanship must be afforded the officer or agent appointed for the purpose. The Dredgeboat to be propelled throughout her sea voyage between the points of construction and delivery by her own engines alone. Bids which do not cover the earlier construction and equipments ready for the sea and for work of the Dredgeboat, and her delivery at the point designated, will not be considered. No bids will be considered except from those No bids will be considered except from those practically engaged in the construction of can steamers, or screw prope for machiner for the same, and who have personally inspected the model and drawings of the Dredgeboat, or employed experts for the purpose of Informing

bem of its character.

Bids to be indersed (on the envelop) "Proposals for Dredgeboat," and addressed to the un-

detsigned at this office.
Each bid must be accompanied by a guarantee signed by two guarantors, that the bidder will enter into contract as herein stated, and a certificate of the responsibility of the guarantors, and specifying the occupation of the bidders, signed by an officer of the Halfed States

ders, signed by an officer of the United States Corps of Engineers, or some other competent person known to the undersigned.

Proposals will be received till 12 M., on the 12th day of October, 1867, at which time they will be opened. The contract and bond must be signed by the 14th day of October, 1867; work must be observed. must be actually begun on both hull and ma-chinery by the 20th day of October, 1867; the boat must be completed, reacy for sea and for work, and the trials and trial trip had by the 31st day of March, 1868, and no unnecessary delay thereafter must occur in her delivery at the point designated.

the point designated.
Payments will be made as follows:—Forty rayments will be made as follows:—Forty per cent, of the contract price on launching the boat and completion of the boilers and the cylinders of the three propeller engines, provided all these shall have been duly approved; thirty-five per cent on approval of the boat after completion of all its parts, ready for sea and for work by the duly authorized effect of and for work, by the duly authorized officer or agent of the United States, all the trials and the trial trip having been had, provided the terms of the contract shall thus far have been

complied with, and the balance on final acceptance at the point of delivery.

Bonds for the faithful performance of the contract in the sum of \$25,000 will be required, with two sureties, whose sufficiency must be certified by the Clerk of the nearest District Court, the property of the court of the cou the names of the sureties, with the certificate to be submitted with the bid.

The bids and guarantees must be made out on the printed forms to be had at this office. Model and detailed drawings can be seen and copies of specifications had at this office. Copies of the specifications can also be seen at the United States Engineer's offices in Philadelphia and Boston,

The Government reserves the right to reject any and all bids.

In order that, no time may be lost after the contract shall be signed, full detailed drawings of all parts of the Dredgeboat are in progress, and will be in readiness to turn over to the contractor so that work may be begun without delay on account of preparation of working drawings.

M. D. McALESTER.

Brevet Brig-Gen, U. S. A., Maj. of Eng's,
In charge of improvement, mouth of Mississippi river.

9 23 12t tractor so that work may be begun without

GOVERNMENT SALES.

T ARGE SALE OF PUBLIC PROPERTY DEPOT OF ARMY CLOTHING AND EQUIPAGE,

DEPOT OF ARMY CLOTHING AND EQUIPAGE,
JEFFERSONVILLE, Ind., Sept. 7, 1867.
Will be sold, at public anction, at the Clothing Warehouses (hospital grounds) in this city, on TUESDAY, the 1st day of October next, commencing at 10 o'clock A. M., the following articles of ARMY CLOTHING and EQUIPAGE:
177,108 Woollen Bianketa,
18,111 Uniform Coats,
10,202 Uniform Coats, irregular.
5 400 Uniform Coats, irregular.
5 400 Uniform Coats, irregular.
5 400 Uniform Sackets.
11,777 V. R. Corps Jackets.
12,000 Sacks Coats, unifined.
21,000 Sacks Coats, unifined.
21,000 Sacks Coats, unifined.
21,000 Sacks Coats, unifined.
28,732 Great Coats, unifined.
28,733 Great Coats, unifined.
28,733 Great Coats, unifined.
28,733 Great Coats, unifined.
28,733 Great Coats, unifined.
28,734 Great Coats, unifined.
28,735 Great Coats, unifined.
28,735 Great Coats, unifined.
28,735 Great Coats, unifined.

17,303 Great Coats, mount-ed. 255 Caps. 75 Hais. 1,241 Kuapsacks. Also, a quantity of various other articles of

othing and equipage. Samples can be seen at the depot within ten sale, and catalogues will be fur-

Terms—Cash, in Government funds. By order of the Quartermaster-General 911 16t Captain and M. S. K., U. S. Army.

G OVERNMENT SALE The following Ordnance Property will be sold at Public Auction, at Ordnance Depot, Hilton Head, S. C., on TUESDAY, September 24, 1867.

Head, S. C., on TUESDAT, September 21, 100 commencing at 10 A. M.;—

About 450 net tons of Shot and Shell.

" 1852 " " Loaded Shell.

" 1852 " " Canister, filled.

" 1412 " " Scrap Cast Iron.

" 10 " " Scrap Wroght Iron.

" 16" " Scrap Wrought Iron.

3 Artillery Carriages (iron). 93 Wooden Artillery Carriages (ironed), 53 Wooden Chassis and Sildes (ironed), 630 Saddles (McClellan), 84 Saddles (artillery), 50 sets of Artillery Harness, 1330 Bridles, 862 Cruppers, 500-Saddle Bags, 8500 Bayonet scabbards, 1120 Cartridge Boxes, 1097 Cartridge-box Belts, 2312 Gun Sirgs, 2332 Waist Belts, 339 Bullet Moulds, and a quantity of cher property, consisting principally of Rags, Ropes, Implements, and Miscellaneous Tools, etc. etc.

Also, a two-story Frame Dwelling house, of the following dimensions:—42 feet front by 35½ feet depth, containing 8 spacious rooms. eet depth, containing 8 spacious rooms Terms-Cash, on the day of sale, in United tates currency.

Ample time allowed for the removal of pro-

By authority of Chief of Ordnance.

M. J. GREALISH, Captain and M. S. R.,

9615t

In charge of Ordnance Depot.

HARDWARE, CUTLERY, ETC.



CUTLERY. A fine assortment of POCKET and TABLE CUTLERY, RAZORS, RAZOR STROPS, LADIES' SCIS-SORS, PAPER AND TAILORS'

SHEARS, ETC., L V. HELMOLD'S Cutlery Store, No. 135 South TENTH Street, Three doors above Walnut,

STOVES, RANGES, ETC.

NOTICE.-THE UNDERSIGNED NOTICE,—THE UNDERSIGNED
would call attention of the public to his
NEW GOLDES EAGLE FURNACE.
This is an entirely new heater. It is so constructed as to at once commend itself to general layor, being a combination of wrought and cast from. It is very simple in its construction, and is perfectly sirtight; self-cleaning, having no pipes or drums to be taken out and cleaned. It is so arranged with upright-flues as to produce a larger amount of heat from the same weight of coal than any furnace now in use. The hygrometric condition of the air as produced by my new arrangement of evaporation will at once demonstrate that it is the only Hos Air Furnace that will produce a perfectly healthy atmosphere.
Those in want of a complete Heating Apparatus would do well to call and examine the Golden Eagle.

CHARLES WILLIAMS,
Nos. 1122 and 113 4MARKET Street,
Philadelphis.

Philadelphia, A large assortment of Cooking Rauges, Fire-Board toves, Low Down Grates, Ventilators, etc., aiways Stoves. Low Down Grates, Ventilators, etc., alway on hand. N. B.—Jobbing of all kinds promptly done. 5 in

RAILROAD LINES.

READING RAILBOA PEAD ING RAIL BOA
GREAT TRUNK LINE
FROM PHILADELPHIA TO THE INTERIOR OF
PENNSYLVANIA, THE SCHUYLKILL SUS
QUEHANNA. CUMBERLAND, AND WYOMING
VALLEYS, THE NORTH, NORTHWEST, AND
THE CANADAS
SUMMER ARRANGEMENT OF PASSENGER
Leaving the Company's Depot, at THIRTEENTH
and CALLOWHILL Streets. Philadelphia, at the following house—

Leaving the Company's Depot, at THIRTEENTH and CALLOW HILL Streets. Philadelphia, at the following hours:

At 7:20 A. M., for Reading and intermediate Stations, Returning, leaves Reading at 6:30 P. M., arriving in Philadelphia at 5:10 P. M.

At 5:15 A. M., for Reading, Lebanon, Harrisburg, At 5:15 A. M., for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamagua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falia, Buffalo, Allentown, Wilkesbarre, Pitaton, York, Carlisle, Chambersburg, Hagerstown, etc. etc.

This train connects at READING with East Pennsylvania Raiiroad trains for Allentown, etc., and the Lebahon Valley train for Harrisburg, etc., at PORT CLINTON with Catawissa Raiiroad trains for Williamsburg, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central Cumberland Valley and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS

grove, etc.

AFTERNOON EXPRESS

Leaves Philadelpnia at 230 P. M., for Reading Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc.

POTTSTOWN ACCOMMODATION

Leaves Pottstown at 620 A. M., stopping at intermediate Stations; arrives in Philadelphia at 240 A. M.

Returning, leaves Philadelphia at 630 P. M.; arrives in Pottatown at 245 P. M. n Pottstown at 846 P. M.
READING ACCOMMODATION

Leaves Reading at 7:33 A. M., stopping at all way stations, arriving at Philadelphia at 10:15 A. M. Returning, leaves Philadelphia at 5:50 P. M.; arrives n Reading at 7:5 P. M. Trains for Philadelphia leave Harrisburg at 8:10 A. M., and Potts ville at 8:15 A. M., arriving in Philadelphia 10:00 P. M. Afternoon trains leave Harrisburg at 2:0 P. M., Pottsville at 2:35 P. M., arriving in Philadelphia at 2:00 P. M. Afternoon trains leave Harrisburg at 2:00 P. M., Pottsville at 2:35 P. M., arriving in Philadelphia at 2:00 P. M., Pottsville at 2:35 P. M., arriving in Philadelphia at 2:00 P. M. leiphia at 646 P. M. HARRISBURG ACCOMMODATION

Leaves Reading at 7:5 A. M., and Harrisburg at 10 P. M. Connecting at Reading with Afternoon accommodation south at 6:30 P. M., arriving in Phila-Accommodation south at 6:30 P. M., arriving in Phila-delphia at 8:10 P. M.

Market train, with passenger car attached, leaved Philadelphia at 12:16 noon for Pottaville and all way stations. Leaves Pottavillest 7:08 A. M. for Philadel-phia and all way stations.

All the above trains run daily, Sundays excepted.

Sunday trains leave Pottaville at 5:00 A. M., and Philadelphia at 3:11 P. M. Leave Philadelphia for Beeding at 8:00 A. M., returning from Reading at 4:22 P. M.

CHESTER VALLEY BAILBOAD.

P. M.

CHESTER VALLEY RAILROAD,
Passengers for Downingtown and intermediate
points take the 7-30 A. M., and 5-60 P. M. trains from
Philadelphia, returning from Downingtown at 5-10 A.
M. and 1-60 P. M.
M. and 1-60 P. M.
M. EWYORK EXPRESS FOR PITTSBURG ANI
THE WEST

Leaves New York at 9 A. M., and 5 and 8 P. M.,
passing Reading at 1-60 A. M and 1-50 and 10-66 P. M.,
and connecting at Harrisburg with Pennsylvania and
Northera Central Railroad express trains for Pittsburg, Chicaso, Williamsport, Elmira, Baltimore, etc.
Returning, express train leaves Harrisburg on ar
rival of the Pennsylvania express from Pittsburg, at
a and 3-40 A. M. and 9 P. M., passing Reading at 4-3
and 10-30 A. M., and 4-9 and 11-18 P. M., and arriving
In New York at 10-10 A. M., and 4-40 and 5-20 P. M.
Sleeping cars accombany these trains through between
Jersey City and Pittsburg, without change,
A mail train for New York leaves Harrisburg at 2-16
E. M. Mail train for Harrisburg leaves New Yorl
at 12 M.
SCHUYLKILL VALLEY RAILBOAD

SCHUYLKILL VALLEY RAILROAD. Trains leave Pottaville at 7 and 11:30 A. M., and 7:1.

M., returning from Tamaqua at 7:35 A. M. and 1:40 HUYLKILL AND SUSQUEHANNA RAILROAL Trains leave Auburn at 750 A. M. for Pinegrove and Barrisburg, and 150 P. M. for Pinegrove and Tranont esturning from Harrisburg at 320 P. M., and from Tremont at 735 A. M. and 525 P. M., and from Tremont at 735 A. M. and 525 P. M. TICK ETS.

Through first-class tickets and emigrant tickets to at the principal points in the North and West and Lanada.

Anada.

Excursion tickets from Philadelphia to Reading and extermediate stations, good for one day only, are sold by Morning Accommodation, Market train, Reading and Pottstown Accommodation trains, at reduced rates. Excursion tickets to Philadelphia, good only for one day, are sold at Reading and Intermediate stations, by Reading and Pottstown Accommodation rates at reduced rates. The following tickets are obtainable only at the following tickets are obtainable only at the fine of S. BRADFORD, Treasurer, No. 227 S. FOURTH Street, Philadelphia, or of G. A. NICOLIS, General Superintendent, Reading—COMMUTATION TICKETS

At 25 per cent, discount, between any points desired for families and firms.

Good for 200 miles between all points, \$52.50 each for families and firms.

SEASON TICKETS,

For three, six, nine, or twelve months, for holders

only, to all points, at reduced rates.

CLERGY MEN

Residing on the line of the road will be furnished cards entitling themselves and wives to tickets at half fare,

EXCURSION TICKETS

From Philadelphia to principal stations, good for Saturday, Sanday, and Monday, at reduced fare, to be had only at the Ticket Office, at THIRTEENTH and CALLOWHILL Streets.

Goods of all descriptions forwarded to all the above points from the Company's Freight Depot, BROAD and WILLOW Streets.

And WILLOW Streets,
FREIGHT TRAINS
Leave Philadelphia daily at 5:30 A. M., 12:45 noon, and 6 P. M., for Reading, Lebanon, Harrisburg, Potts-ville, Port Clinton, and all points forward,
MAILS
Close at the Philadelphia Post Offics for all places on the road and its branches at 5 A. M., and for the principal stations only at 2:15 P. M.

434 NORTH PENNSYLVANIA RAILROAD. ORTH PENNSYLVANIA RAILROAD.—
THE MIDDLE ROUTE.—Shortest and most direct route to Bethlehem, Allentown, Mauch Chunk, Hazelton, White Haven, Wilkesbarre, Mahanoy City, Mount Caimel, and all points in the Lehigh, Mahanoy and Wyoming coal regions.

Passenger Depot in Philadelphia, N. W. corner of BERES and AMERICAN Streets.

SUMMER ARRANGEMENT.

NINE DAILY TRAINS.

On and after WEDNESDAY, May 8, 1867, Passenger trains leave the New Depot corner Berks and American streets, daily (sundays excepted), as follows:—

ALTMA A. M.—Morning Express for Bethlehem and Principal Stations on North Pennsylvania Railroad,

ALT'45 A. M.—Morning Express for Bethlehen and Principal Stations on North Pennsylvania Railroad, connecting at Bethlehem with Lehigh Valley Railroad for Allentown, Catasanqua Slatington, Manch Chunk, Weatherly, Jeansville, Hazeiton, White Haven, Wilkesbarre, Kingston, Pitiston, and all points in Lehigh and Wyoming valleys: also, in connection with Lehigh and Mahanoy Railroad, for Mahanoy City, and with Catawissa Railroad, for Rupert, Panville, Milton, and Williamsport, Arrive at Mauch Counk at 12'05 A. M.; at Wilkeesbarre at 3 P. M.; at Mahanoy City at 2 P. M. Passengers by this train can take the Lehigh Valley train, passing Bethlehem at 11'55 P. M., for Easton, and points on New Jersey Central Railroad to New York.

At 5'45 A. M.—Accommodation for Doylestown, stop-At 5 *90 A. M.—Accommodation for Doylestown, stopping at all intermediate stations. Passengers for Willow Grove, Hatboro, and Hartsville, by this train, take the stage at Old York road.

At 10 15 A. M.—Accommodation for Fort Washington, stopping at intermediate stations,

At 1 30 P. M.—Express for Bethiehom, Allentown Mauch Chunk, White Haven, Wilkesbarre, Mahanoy City, Centralia, Shenandoah, Mount Carmel, and all Doints in the Mahanoy and Wyoming Coal regions, Passengers for Greenville take this train to Quakertown.

own.
At 245 P. M.—Accommodation for Doylestown, stopping at all intermediate stations, Passengers take tage at Doylestown for New Hope; at North Wales for Sumneytown.
At 4 P. M.—Accommodation to: Doylestown, stoppoint at all intermediate stations. Passengers for willow Grove, Hatboro, and Hartsville, take stage at Abington: for Lamberville at Doylestown.

At 52e P. M.—Through accommodation for Bethlemen and all stations on main line of North Peansylvania Hailroad, connecting at Bethlehem with Lenigh Valley Evening train for Easton, Allentown, and Mauch Chunk.

fauch Chunk, At 620 P. M.—Accommodation for Lausdale, stopoing at all intermediate stations.

At 11:56 P. M.—Accommodation for Fort Wash-At 1750 P. M.—Accommodation for Fort Washlegton.

TRAINS ARRIVE IN PHILADELPHIA.

From Bethiehem, at 975 A. M., 2765 and 840 P. M.

2705 P. M. train makes direct connection with Lebigh
Valley trains from Easton, Wilkesbarre, Mahanny
(ity, and Hazleton. Passengers leaving Easton at
1120 A. M. arrive in Philadelphia at 275 P. M.

Passengers leave Wilkesbarre at 175 P. M., connect
t Bethichem at 675 P. M., and arrive in Philadelphia
1 0 P. M.

From Daylestown at 875 A. M. 500

From Doylestown at 5-25 A. M., 5-10 P. M., and

From Doylestown at \$25 A. M., 510 P. M., and 10 P. M.,
From Lansdale at 7:30 A. M.
From Lansdale at 7:30 A. M.
From Fort Washington at 11:50 A. M. and 3:05 P. M.
From Fort Washington at 11:50 A. M. and 3:05 P. M.
ON SUNDAYS.
Philadelphia for Bethlehem at 9:30 A. M.
Philadelphia for Doylestown at 2:45 P. M.
Doylestown to Philadelphia at 7:30 A. M.
Bethlehem to Philadelphia at 4:30 P. M.
Finh and Sixth Streets Passenger cars convey passengers to and from the new depot.
White cars of Second and Third Streets line and Union line run within a short distance of the Depot.
Tiexets must be procured at the Ticket Office in order to occure the lowest rates of fare.

Ef.LIB Chark, Agent.
Tickets solu and Baggage checked through to principal points at hann's North Pennsylvania Baggage Express Office.

No. 105 S. FIFTH Street.

Express Office, No. 105 S. FIFTH Street. ANNAMESSIC SHORT LINE AND

United States Mail Route to the South omited States Mail Route to the South and Southwest.

On and after JULY 8, trains will leave Depot Philadelphia, Wilmington, and Baltimore Railroad, BROAD Street and WASHINGTON Avenue, at il P. M., connecting closely with Express trains for the principal cities South, including Wilmington, N. C., Goldstoro Newbern, Charleston, Savannah, Raleigh, Charlotte, Columbia, Macon, Augusta, Montgomery, Moulie New Oricans, and intermediate points.

For tickets and intermediate points.

RAILROAD LINES.

DENNSYLVANIA CENTRAL RAILROAD UMMER TIME, TAKING EFFECT JUNE 2, 1867, SUMMER TIME, TARING EFFECT JUNE 2, 1877.
The trains of the Pennsylvania Central Railroad
leave the Depot, at THIRTY-FIRST and MARKET
Streets, which is reached directly by the cars of the
Market Street Passenger Railway. Those of the Chesnut and Walnut Streets Railway run within one nut and Walnut Streets Rahway run within one quare of it.
On Sundays—The Market Street cars leave Front and Market Streets thirty-live minutes before the departure of each train.
Sleeping Car Tickets can be had on application at the Ticket office, N. W. cor. Ninh and Chemnt streets.
Agents of the Union Transfer Company will call for and deliver baggage at the Depot. Orders left at No. 201 Chemnt street, will receive attention. TRAINS LEAVE DEPOT, VIZ :-

daily, except Sunday.

The Western Accommodation Train runs daily,
Except Sunday. For fell particulars as to fare and
accommodations, apply to FRANCIS FUNK, Agent,
No. 187 DOCK Street.

TRAINS ARRIVE AT DEPOT, VIZ.

Paoli Accommodation.

Parkesburg Train.

Lancaster Train.

Fast Line and Eric Express.

Paoli Accommodation, No. 2.

Paoli Accommodation, No. 5.

Paoli Accommodation, No. 5.

Paoli Accommodation No. 5.

For further information apply to

For further information apply to

No. 801 CHESNUT Street.

No. 801 CHESNUT Street.

No. 801 CHESNUT Street. - 7'00 P. M.

No. But CH ESBUT Street.

SAMUEL H. WALLACE,
Ticket Agent at the Depot.

The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Polisis in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract. EDWARD H. WILLIAMS, General Superintendent, Altoona, Pa,

lorence, At 5 and 10 A. M., 1, 4, 5, 8, and 11:30 P. M., for Edgeater, Riverside, Riverton, and Palmyra.
At 5 and 10 A. M., L. 4, 6, and 11 80 P. M., for Fish

The 1 and 1170 P. M. Lines leave from Market Street Ferry, upperside, LINES FROM KENSINGTON DEPOT Will leave as follows:—
At II A, M., 439 P, M., and 12 P. M. (night), via Kensington and Jersey City, New York Express Lines. At 8, 10 15 and 11 A, M., 2 30, 3 39, 4 30, 5, and 12 P. M. or Trenton and Bristol.

At 8 and 10 15 A. M., 220, 5, and 12 P. M. for Morrisrille and Tullytown.

At 8 and 10 15 A. M., 230, 430, 5, and 12 P. M., for

Schencks.

At 10'15 A. M., 2'30 and 5 P. M., for Eddington.

At 7'30 and 10'15 A. M., 2'30, 4, 5, 6, and 12 P. M., for Cornwell's, Torrendale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, and at 8 P. M. or Holmesburg and intermediate stations.
BELVIDERE DELAWARE RAILROAD LINES, At 8 A. M. for Niegara Falls, Buffalo, Dunkirk, Canandaigua, Elmira, Ithica, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Mon-trose, Wilkesbarre, Scranton, Strondsburg, Water Gap, etc. etc.

etc. etc.
At 8 A. M. and 330 P. M. for Belviders, Easton,
Lambertville, Flemington, etc.
The 330 P. M. Line connects direct with the Train
leaving Easton for Mauch Chunk, Allentown, Bethle-At 5 P. M. for Lambertville and intermediate Sta-Lines from West Philadelphia Depot, via Connect-Lines from West Philadelphia Depot, via Connecting Hallway, will leave as follows:—
At 170 A. M., and 170 and 670 P. M. Washington and
New York Express Lines, via Jersey City, Fare, §3 25,
The 170 A. M. and 6 50 P. M. Lines will run daily.
All others, Sandays excepted.
July 15, 1867. WM. H. GATZMER, Agent,

THILADELPHIA AND ERIE RAILROAD .--SUMMER TIME TABLE.
Through and direct route between Philadelphia, Saltimore, Harrisburg, Williamsport, and the Great

Oil Region of Pennsylvania.

ELEGANT SLEEPING CARS on all Night Trains, On and after MONDAY, April 29, 1867, the trains on the Philadelphia and Erie Railroad will run as Mail Train leaves Philadelphia... " leaves Williamsport...
" arrives at Erie......

Brie Express ieaves Philadelphia.

"leaves Williamsport...

arrives at Erie...

Eimira Mail leaves Philadelphia...

leaves Williamsport...

arrives at Lock Haven...

Eastward...

Mail Train leaves Erie... ... 645 P. M.

and Petroleum Centre, Baggage checked through,
ALFRED L. TYLER,
General Superintendent

PHILADELPHIA, GERMANTOWN, ANI TIME TABLE.

TIME TABLE,
On and atter Wednesday, May 1, 1867.
FOR GERMANTOWN.
Leave Philadelphia 6, 7, 8, 905, 10, 11, 12 A. M., 1, 2, 34, 4, 5, 65, 610, 7, 8, 9, 10, 11, 12 P. M.
Leave Germantown 5, 7, 74, 8, 8, 20, 9, 10, 11, 12 A. M.
1, 2, 3, 4, 42, 6, 65, 7, 8, 9, 10, 11 P. M.
The \$20 Down Train and 33 and 68 Up Trains will not stop on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia 9\(\text{A}\), M. 1, 6, 9\(\text{S}\) P. M.
Leave Germantown 8\(\text{A}\), M. 1, 6, 9\(\text{S}\) P. M.
Leave Philadelphia 6, 8, 10, 12 A. M. 2, 8\(\text{S}\), 6\(\text{K}\), 7, 8
and 11 P. M.
Leave Chemut Hill 7:10, 8, 8.40, and 11.40 A. M. 1.40
8:40, 5:40, 6:40, 8:40, and 10:40 P. M.
Leave Philadelphia 9\(\text{A}\), M. 2 and 7 P. M.
Leave Chesnut Hill 7:50 A. M. 12:40, 5:40, and 9:20
P. M.
Leave Philadelphia 9\(\text{A}\), M. 2 and 7 P. M.
Leave Philadelphia 9\(\text{A}\), M. 12:40, 5:40, and 9:20
P. M.
CONSHOHOCKEN AND NORRISTOWN,
Leave Philadelphia 6, 7\(\text{S}\), 9, and 11:40 A. M. 1\(\text{K}\), 8\(\text{S}\), 9\(\text{S}\), 8\(\text{S}\), 9\(\text{S}\), 8\(\text{S}\),

FOR CAPE MAY BY RAILROAD, FROM FOR CAPE MAY BY RAILROAD, FROM foot of MARKET Street (Upper Ferry).

'Commencing TUESDAY, September 8, 1867.

4'00 P.M. Cape May, Passenger.
RETURNING TRAINS LEAVE CAPE ISLAND.

9.00 A.M. MOTHING Mail.
The SUNDAY MAIL and PASSENGER TRAIN leaves Philadelphia at 700 A. M., returning leaves Cape Island at 2'0 P. M.
Commutation tickets, good for ONE, THREE, or TWELVE months, can be procured at the Office of the Company. Camden, N. J.
Through tickets can be procured at No. 825 Cheennit Traingh tickets can be procured at No. 825 Cheennit at the Continental Hotel). Persons street (under the Continental Hotel). Persons gage checked at their residences.

WEST JERSEY RAILROAD LINES, from foot of MARKET Street (Upper Ferry), from foot of MARKET Street (Upper Ferry).

from foot of MARKET Street (Upper Ferry),
Commencing TUESDAY, September 17, 1897.
For Bridgeton, Satem Vineland, Miliville, and ingramediate stations, 808 A. M.
Mail, 3730 P. M. Passengar.
Cape May 3730 P. M.
West Jersey Freight Train leaves Camden at 12 M.
Boon. (noon.)
Freight will be received at Second Covered Wharf below Walnut street, from 7:00 A. M. until 5:00 P. M. Freight received before 2:00 A. M. will go forward the same day.
Freight Delivery No. 228 S. DELAWARE Avenue, 7:14 WILLIAM J. SEWELL, Superintendent,

RAILROAD LINES.

PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD.
TIME TABLE.
Commencing MONDAY, July 8, 1887, Trains willeave Depot, corner BROAD Street and WARR INGTON Avenue, as follows:—
Way Mail Train as 820 A. M. (Sundays excepted for Entimore, slopping at all regular stations, Connecting with Delaware Railroad at Wilmington for Cristical and intermediate stations.

Express Train at 11:30 A. M. (Sundays excepted) for Baltimore and Washington.
Express Train at 3:50 P. M. (Sundays excepted) for Baltimore and Washington, stopping at Chester, Thur low, Linwood, Claymont, Wilmington, Newbort, Stanton, Newark, Elkton, Northeast, Charlestown, Perry ville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolla, Chase's, and Stemmer's Run.
Night Express at 11:30 P. M. (duily) for Baltimore and Washington, Connects at Wilmington (Saturdays excepted) with Delaware Railroad Line, stopping at Newcastle, Miduletown, Clayton, Dover, Rarrington, Sealord, Salisbury, Princess Anne, and connecting at Crisheld with Boat for Fortress Monroe, Nortolik, Portssooth, and the South.

Passengers for Fortress Monroe, Morroe and Norfolk via Baltimore will take the 11-30 A. M. Train. Via Crisheld with lake the 11-30 A. M. Train.

Stopping at all Stations between Philadelphia and Wilmington.

Leave Philadelphia at 12-30, 256, 430, 630, and 11-20. PHILADELPHIA, WILMINGTON AND BAL-

Stopping at all Stations between Philadelphia and Wilmington.

Leave Philadelphia at 1270, 276, 470, 670, and 1176 (cally) P. M. The 470 P. M. Train connects with Delaware Railroad for Milford and intermediate stations. The 500 P. M. Train runal to New Castle.

Leave Wilmington 678, 7715 and 8 A. M., 470 and 672 (cally) P. M. The 7 15 A. M., Train will not stop at stations between Checater and Philadelphia.

FROM BALTIMORE TO PHILADELPHIA.

Express, 215 P. M., Express, 625 P. M., Express, 575 P. M., Express, 525 P. M., E

W EST CHESTER AND PHILADSLPHIA
RAILIOAD, VIA MEL.A.
SUMMER ARRANGEMENT.
On and siter MONDAY, June 24, 1967, Trains will
leave Depot, THIRTY-FIRST and CHESNUT Sireets,
West Philadelphia, as follows:—
Leave Philadelphia, Van. West. con and after MONDAY, June 24, 1997, Trains will leave Depot, THIRTY-FIRST and CHESSUUT Screets, west Philadelphia, as follows:—
Leave Philadelphia for West Chester, at 7-15 A. M., 11 A. M., 230 P. M., 415 P. M., 426 P. M., 470 P. M. and 10 20 P. M., 156 P. M., 456 P. M., 715 A. M., 736 and 10 30 P. M., 155 P. M., 456 and 630 P. M.

Leave West Chester for Philadelphia, from Depo. on East Market street, at 6-15 A. M., 7-15 A. M., 7-36 and 10 36 A. M., 156 P. M., 456 and 630 P. M.

Trains leaving West Chester at 7-30 A. M., and leaving Philadelphia at 4-50 P. M., will stop at B. C. Junction and Media only.

Passengers to or from stations between West Chester and B. C. Junction going east, will take train leaving West Chester at 7-15 A. M., and going west will take train leaving Philadelphia at 4-50 P. M., and transfer at B. C. Junction.

Leave Philadelphia for Media at 5-20 P. M.

Leave Media for Philadelphia at 6-40 P. M.

Stopping at all stations.

The Market Screet cars will be in waiting, as usual, at Thirty-first and Market streets, on the arrival of each train, to convey passengers into the city; and for lines leaving the Depot take the cars on Market street, the last our connecting with each train leaving Front and Market streets thirty minutes previous to departure.

The Chesnut and Walnut Street cars connect with

the above trains, carrying passengers down

The Chesnut and Walnut Street cars connect with all of the above trains, carrying passengers down Chesnut street, past the principal hotels and the Camden and Amboy RR. office, at Walnut street wharf passing out Walnut atreet to the depot.

Leave Philadelphia at 800 A. M. and 2 P. M. Leave West Chester at 745 A. M. and 5 P. M. The cars on Market street will connect with all Sunday trains, both ways, as usual, leaving Front and Market streets thirty-live minutes before the train leaves Depot, and will leave Depot on arrival of each train, to carry passengers into the city.

Trains leaving Philadelphia at 7:5 A. M. and 4:30 P. M., connect at B. C. Junction with trains on P. and B. C. R. R., for Oxford and intermediate points.

Passengers are allowed to take wearing apparel only, as baggage, and the Company will not in any case be responsible for an amount exceeding one hundred dollars, unless a special contract is made for the case be responsible for an amount act is made for the dred dollars, unless a special contract is made for the dred dollars, unless a special contract is made for the dred dollars. General Superintendent

DHILADELPHIA AND BALTIMORE CEN-DHILADELPHIA AND BALTIMORE CENTRAIL RAILEDAD,—Summer Arrangementa,
On and atter SATURDAY, June 1, 1857, Trains will
leave Philadelphia, from the Depot of the West
Chester and Philadelphia Raifroad, corner of
THIRTY-FIRST and CHESNUT Streets (West Philadelphia), at 7:15 A. M. and 4:50 P M.

Leave Rising Sun at 5:15 and Oxford at 6:06 A. M.,
and leave Oxford at 3:25 P. M.

A Market Train, with Passenger Carattached, will
run on Tuesdays and Fridays, leaving the Rising Sun
at 11:15 A. M., Oxford at 12:09 M., and Kennett at 1:00
P. M., connecting at West Chester Junction with a
Train for Failadelphia. On Wednesdays and Saturdays trains leave Philadelphia at 2:30 P. M., run
log through to Oxford. ing through to Oxford.

The Train leaving Philadelphia at 7-18 A. M. connects at Oxford with a daily line of Stages for Peach Bottom, in Lancaster county, Returning, leaves Peach Bottom to connect at Oxford with the Andronoon Train for Philiadelphia.

The Train leaving Philiadelphia at 4.50 P. M. runs to Rising Sun, Md.

Passengers allowed to take wearing apparel only as baggage, and the Company will not in any case by responsible for an amount exceeding one hundred dollars, unless a special contract be made for the same.

5 112

HENRY WOOD General Sup't.

CAMDEN AND ATLANTIC RAILROAD. On and after THURSDAY, September 19, 1867, trains

Junction Accommodation from Jackson......6*28 A. M. HADDONFIELD ACCOMMODATION

ENGINES, MACHINERY, ETC. PENN STEAM ENGINE AND BOILER WORKS.—NEAFIE & LEVY PHACTICAL AND THEORETICAL ENGINEERS MACHINISTS, BOILER MAKERS, BLACKSMITHS, and FOUNDERS, baving for many years been in successful operation, and been exclusively engaged in building and repairing Marine and River Engines, high and low-pressure, Iron Boilers, Waten Tanka, Propellers, etc. etc. respectfully offer their services to the public as being fully prepared to contract for engines of all sizes, Marine, River, and Stationary; having sets of patterns of different sizes, are prepared to execute orders with quick despatch. Every description of pattern-making made at the abortest notice, High and Low-pressure Fine, Tubular, and Cylinder Boilers, of the best Pennsylvania charcoal from Forgings of all sizes and kinds: from and Brass Castings of all descriptions; Roll Turning, Screw Cutting, and all other work connected with the above business.

Drawings and specifications for all work done at the establishment free of charge, and work guaranteed.

The subscribers have ample wharf-dock room for at the establishment recommends anteed.

The subscribers have ample wharf-dock room for repairs of boats, where they can lie in perfect sately and are provided with shears, blocks, falls, etc., etc., for raising heavy or light weights.

JACOB C, NEAPIE, JOHN P, LEVY, 813

BEACH and PALMES Streets.

J. VAUGHAN MERBICK, WILLIAM R. MERBICK JOHN E. COPE.

JOHN E. COPE.

OUTHWARK FOUNDRY, FIFTH AND WASHINGTON Streets, FHILADELPHIA.

MERBICK & SONS, MERBICK BY STREET Since, etc.
Sole Agents for N. Billeux's Patent Sugar Bolling,
Apparatus, Neemyth's Patent Steam Hammer, and
Aspinwall & Woolsey's Patent Centrifugal Sugar
Draining Machine.

BRIDESBURG MACHINE WORKS
NO. 65 N. FRONT STREET,
PHILADELPHIA.
We are prepared to fill orders to any extent for our

well-known
MACHINERY FOR COTTON AND WOOLLEN
Including all recent improvements in Carding, Spin
ning, and Wesving.
We invite the attention of manufacturers to our extangles works. ALFRED JENKS & SON,

T. STEWART BROWN, B.E. Corner of FOURTH and CHESTNUT STS MANUFACTURER OF TRU-ES, VALISES, BAGS, RETICULES, and ever description of Traveling Goods. TRUSES and BAGS Repaired.

SHIPPING

PHILADELPHIA, RICHMOND, AND NORFOLK STEAMSHIP LINE.

N A 1 - 12 13 33 33 45 49 A STEAMER WILL LEAVE WEDNESDAY, SEPT. IS, AT NOON.

ALSO, ON SATURDAY, SEPTEMBER 21, AT NOON, Continuing bereafter their regular SEMI-WEEKLY TRIPS.

Through rates and receipts to all points to NORTH and SOUTH CAROLINA, via SEABOARD AIR-LINE.

RICHMOND AND DANVILLE, AND VIR-GINIA AIR-LINE RAILBOADS.

ALSO, SOUTH AND WEST, VIA

Freight received daily at First Wharf above MARKET Street. WM. P. CLYDE & CO.,

AGENTA. No. 14 North and South Wharves. STEAM TO LIVERPOOL-CALL

STEAM TO LIVERPOOL—CALLing semi-weekly organ queenstown.—The inman Line, sailing semi-weekly carrying the United states Mails.
CITY OF WASHINGTON. Wednesday, September 28
CITY OF WASHINGTON. Wednesday, September 28
CITY OF ANTWERP——Saturday, September 28
CITY OF ANTWERP——Saturday, September 28
CITY OF ANTWERP——Saturday, October 18
CITY OF PALTI MORE.—Saturday, October 18
And each succeeding Saturday and Wednesday, at
noon, from Pier No. 46, North River.

By the mail steamer sating every Saturday.
Pay able in Gold.—Payable in Currency.
To London——105
To Paris.——115
Par-sage by the Wednesday Steamers:—First Cabin,
\$160: Steerage, \$20. Fayable in U. S. Currency.
Passage by the Wednesday Steamers:—First Cabin,
\$160: Steerage, \$20. Fayable in U. S. Currency.
Taken and orwarded to Havre, Hamburg, Bromen, etc., at moderate raises.
Steerace passage from Liverpool or Queenstown, \$40
currency. Tickets can be bought here by persons sendling for further information apply at the Company's For their friends.
For further information apply at the Company's flices,
JOHN G. DALE Agent.
No. 15 BROADWAY, N. Y.

8 72 or No. 411 CHESNUT St., Philadelphia,

SOUTHERN MAIL STEAMSHIP COM-PANY'S REGULAR SEMI-MONTHLY

JUNIATA, 1215 tons, Captain P. F. Hoxie,
TIOGA, 1075 tons, Captain J. T. Morse,
STAR OF THE UNION, 1076 tons, Captain T. H. The TIOGA will leave for New Orleans on SATUR. DAY, October 5, at 8 o'clock A. M., from Pier 18 South Wharves. The JUNIATA will leave New Orleans for this port October 5,
Through bills of lasing signed for freight to Mobile.
Galveston. Natchez, Vicksburg, Memphis, Nashville
Cairo, St. Louis, Louisville, and Cincinnati.
Agents at New Orleans, Creevy, Nickerson & Co.
WILLIAM L. JAMES, General Agent,
CHAS, E, DILKES, Freight Agent,
No. 314 S. Delaware avenue,

THROUGH RECEIPTS TO NEWBERN. Also all points in North and South Carolina, via Seaboard and Roapoke Railroad, and to Lynchburg. Va., Tennessee and the West, via Nortolik, Peters-burg, South-Side Railroad, and Richmond and Dan-ville Kailroad. ville Railroad.

The regularity, safety, and cheapness of this route commend it to the public as the most desirable medium for carrying every description of freight.

No charge for commission, drayage, or any expense

i transfer.
Steamships insure at lowest rates, and leave reguarly from first wharf above Market street.
Freight received daily.
WILLIAM P. CLYDE & CO.,
No.14 North and South WHARVES.
W. P. PORTER, Agent at Richmond and City T. P. CROWELL & CO., Agents at Norfolk. 61

THE PHILADELPHIA AND
SOUTHERN MAIL STEAMSHIP COMPANY'S REGULAR LINE
FOR SAVANAH, GA.
TONAWANDA, 850 tons, Captain Wni. Jennings.
WYOMING 850 tons, Captain Jacob Teal.
The steamship TONAWANDA Will leave for the above port on Saturday, September 25, at 5 o'clock A.
M., Irom Pier 18 South Wharves.
Through passage tickets sold, and freight taken for all points in connection with the Georgia Central Railroad.
WILLIAM L. JAMES, General Agent,
CHAS, E. DILKES, Freight Agent,
No. 314 S. Delaware avenue.
Agents at Savannah, Hunter & Gammell.

THE PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COM-FANY'S REGULAR SEMI-MONTHLY LIFE, FOR WILMINGTON, N. C.
The steamship PION EER, SIZ tons, Captain J. Ben-bett, will leave for the above port on Thursday, October 3, at 8 o'clock A. M., from Pier 18 South

barves.
Bills of lading signed at through and reduced rates Bills of lading signed at through and reduced rates to all principal points in North Carolina.

Agents at Wilmington, Worth & Daniel,
WILLIAM L. JAMES, General Agent,
CHAS, E. DILKES, Freight Agent,
11 No. 314 S. Delaware avenue, HAVANA STEAMERS.

CARRYING THE UNITED STATES MAIL

PASSAGE TO AND FROM GREAT BRITAIN AND IRELAND BY STEAMSHIP AND SAILING PACKET,
DRAFTS AVAILABLE THROUGHOUT ENGLAND IRELAND, SCOTLAND, AND WALES,
FOR PASSAGE TO AND FROM GREAT BROUGHOUT ENGLAND FOR PARTICULARS, AND WALES, For particulars apply to
TAPSOTTS, BROTHERS & CO.,
No. 35 SOUTH Street, and No. 25 BROADWAY,
11 Or to THOS. T. SEARLE, No. 217 WALNUT

NEW EXPRESS LINE TO Alexandria, Georgetown, and Washington, D. C., via Chesapeake and Delaware Causi, with connections at Alexandria from the most direct route for Lynchburg, Bristol, Knoxville, Nashville, Dalton, and the Southwest.

Steamers leave regularly from the first wharf above

Market street.
Freight received daily.
WM, P. CLYDE & CO.,
No. 14 North and South Wharvel,
J. B. DAVIDSON, Agent at Georgetown.
M. ELDRIDGE & Co., Agents at Alexandria, Va.
61

PPOSITION TO MONO
POLY.—DAILY LINE FOR BALTI
Wars Canal.
Philadelphia and Baltimore Union Steamboat Company, daily at 2 o'clock P. M.
The Steamers of this line are now plying regularly petween this port and Baltimore, leaving the second wharf below Arch street daily at 2 o'clock P. M.
(Sundays excepted).
Carrying all description of Freight as low as any other line.
Freight handled with great care, delivered promptly, and forwarded to all points beyond the other line.

Freight handled with great care, delivered promptly, and forwarded to all points beyond the terminus free of commission.

Particular attention paid to the transportation of all description of Merchandlee, Horses, Carriages attention.

For further information apply to
JOHN D. RUOFF, Agent,
5 16 No. 15 N. DELAWARE Avenue. FOR NEW YORK, VIA DELAware and Raritan Canal.
Express Steamboat Company Steam Propolers
leave Daily from first wharf below Market street.
Through in twenty-four hours. Goods forwarded to
all points, North, East, and West, free of commission.
Freight received at the lowest rates.
WM. P. CLYDE & CO., Agents,
JAMES HAND, Agent.
15, 14 South Wharves, 2 JAMES HAND, Agent, No. 104 Wall street, New York.

1.15 FOR NEW YORK. SWIFTSURE Transportation Company Despatch and Swiftsure Lines, via Delaware and Karitan Canai, on and after the 18th of
March, leaving daily at 12 M. and 5 P. M., connecting
with all Northern and Eastern lines.
For freight, which will be taken on accommodiating
terms, apply to

terms, apply to WILLIAM M. BAIRD & CO., No. 182 S. DELAWARE Avenue. DRIVY WELLS-OWNERS OF PROPERTY-

The only place to get Privy Wells cleaned and disinfected at very low prices. Manufact orer of Poudrette,