

NEWS FROM TEXAS.

Indian Depredations.—The rains and the crops—Yellow fever and its spread—Etc.

We had the pleasure of meeting Major George S. Simpson, physician in the U. S. Army, who has just returned from a tour of duty in Texas. There have recently been reports of serious epidemics among the soldiers on the Fort Davis and El Paso route.

On the whole, our previous accounts are somewhat exaggerated. The reports are far more troublesome in the latter section of the upper country, where they can obtain only a few miles from the coast.

The people are perfectly quiet on the subject of politics, contenting themselves with the simple declaration that they are ready for reconstruction. The registration of the voters has been completed, and the white citizens of the State, and save them from the secession of the newly enfranchised freedmen.

Yellow fever has appeared at Alltown. This is the first case of the disease in the State since the epidemic of 1852. It is understood that one case of the disease occurred in the State in 1852.

The Miracle-Work of Zouave. Several very curious stories are told of the French Zouave Jacob, whose miraculous cures have been reported in various parts of the world.

Gravitation. A claim has recently been put forth in France that gravitation generally attributed to Newton, and that he published a correspondence to make good the claim.

English Patents. An official report says that the number of patents issued in England last year was two thousand one hundred and twenty-four.

PROPOSALS.

PROPOSALS FOR DREDGEBOAT.

OFFICE U. S. ENGINEER AGENCY, No. 7 BOWLING GREEN, NEW YORK CITY, September 19, 1867.

The undersigned hereby invites sealed proposals for building and equipping a dredgeboat for sea and for work in the first of two dredgeboats authorized by joint resolution of Congress approved March 29, 1857, for improving the mouth of the Mississippi river.

The dredgeboat to be a double-ended, 160 feet long, 30 feet beam, and 12 feet high, measured from the bottom of the keel to the surface of the deck at amidships.

The dredgeboat to be propelled throughout her sea voyage between the points of construction and delivery by steam machinery.

Proposals will be received till 12 M., on the 12th day of October, 1867, at which time they will be opened.

Proposals will be received till 12 M., on the 12th day of October, 1867, at which time they will be opened.

Proposals will be received till 12 M., on the 12th day of October, 1867, at which time they will be opened.

Proposals will be received till 12 M., on the 12th day of October, 1867, at which time they will be opened.

Proposals will be received till 12 M., on the 12th day of October, 1867, at which time they will be opened.

Proposals will be received till 12 M., on the 12th day of October, 1867, at which time they will be opened.

RAILROAD LINES.

READING RAILROAD.

READING RAILROAD. PHILADELPHIA AND POTTSVILLE. THE SCHUYLKILL VALLEY RAILROAD.

Reading Philadelphia at 7:30 P. M., for Reading and Pottsville. Philadelphia at 7:30 P. M., for Reading and Pottsville.

Reading Philadelphia at 7:30 P. M., for Reading and Pottsville. Philadelphia at 7:30 P. M., for Reading and Pottsville.

Reading Philadelphia at 7:30 P. M., for Reading and Pottsville. Philadelphia at 7:30 P. M., for Reading and Pottsville.

Reading Philadelphia at 7:30 P. M., for Reading and Pottsville. Philadelphia at 7:30 P. M., for Reading and Pottsville.

Reading Philadelphia at 7:30 P. M., for Reading and Pottsville. Philadelphia at 7:30 P. M., for Reading and Pottsville.

Reading Philadelphia at 7:30 P. M., for Reading and Pottsville. Philadelphia at 7:30 P. M., for Reading and Pottsville.

Reading Philadelphia at 7:30 P. M., for Reading and Pottsville. Philadelphia at 7:30 P. M., for Reading and Pottsville.

Reading Philadelphia at 7:30 P. M., for Reading and Pottsville. Philadelphia at 7:30 P. M., for Reading and Pottsville.

Reading Philadelphia at 7:30 P. M., for Reading and Pottsville. Philadelphia at 7:30 P. M., for Reading and Pottsville.

RAILROAD LINES.

PENNSYLVANIA CENTRAL RAILROAD.

PENNSYLVANIA CENTRAL RAILROAD. PHILADELPHIA AND BALTIMORE.

Philadelphia Baltimore at 7:30 P. M., for Philadelphia and Baltimore. Baltimore Philadelphia at 7:30 P. M., for Baltimore and Philadelphia.

Philadelphia Baltimore at 7:30 P. M., for Philadelphia and Baltimore. Baltimore Philadelphia at 7:30 P. M., for Baltimore and Philadelphia.

Philadelphia Baltimore at 7:30 P. M., for Philadelphia and Baltimore. Baltimore Philadelphia at 7:30 P. M., for Baltimore and Philadelphia.

Philadelphia Baltimore at 7:30 P. M., for Philadelphia and Baltimore. Baltimore Philadelphia at 7:30 P. M., for Baltimore and Philadelphia.

Philadelphia Baltimore at 7:30 P. M., for Philadelphia and Baltimore. Baltimore Philadelphia at 7:30 P. M., for Baltimore and Philadelphia.

Philadelphia Baltimore at 7:30 P. M., for Philadelphia and Baltimore. Baltimore Philadelphia at 7:30 P. M., for Baltimore and Philadelphia.

Philadelphia Baltimore at 7:30 P. M., for Philadelphia and Baltimore. Baltimore Philadelphia at 7:30 P. M., for Baltimore and Philadelphia.

Philadelphia Baltimore at 7:30 P. M., for Philadelphia and Baltimore. Baltimore Philadelphia at 7:30 P. M., for Baltimore and Philadelphia.

Philadelphia Baltimore at 7:30 P. M., for Philadelphia and Baltimore. Baltimore Philadelphia at 7:30 P. M., for Baltimore and Philadelphia.

RAILROAD LINES.

PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD.

PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD. PHILADELPHIA AND BALTIMORE.

Philadelphia Baltimore at 7:30 P. M., for Philadelphia and Baltimore. Baltimore Philadelphia at 7:30 P. M., for Baltimore and Philadelphia.

Philadelphia Baltimore at 7:30 P. M., for Philadelphia and Baltimore. Baltimore Philadelphia at 7:30 P. M., for Baltimore and Philadelphia.

Philadelphia Baltimore at 7:30 P. M., for Philadelphia and Baltimore. Baltimore Philadelphia at 7:30 P. M., for Baltimore and Philadelphia.

Philadelphia Baltimore at 7:30 P. M., for Philadelphia and Baltimore. Baltimore Philadelphia at 7:30 P. M., for Baltimore and Philadelphia.

Philadelphia Baltimore at 7:30 P. M., for Philadelphia and Baltimore. Baltimore Philadelphia at 7:30 P. M., for Baltimore and Philadelphia.

Philadelphia Baltimore at 7:30 P. M., for Philadelphia and Baltimore. Baltimore Philadelphia at 7:30 P. M., for Baltimore and Philadelphia.

Philadelphia Baltimore at 7:30 P. M., for Philadelphia and Baltimore. Baltimore Philadelphia at 7:30 P. M., for Baltimore and Philadelphia.

Philadelphia Baltimore at 7:30 P. M., for Philadelphia and Baltimore. Baltimore Philadelphia at 7:30 P. M., for Baltimore and Philadelphia.

Philadelphia Baltimore at 7:30 P. M., for Philadelphia and Baltimore. Baltimore Philadelphia at 7:30 P. M., for Baltimore and Philadelphia.

SHIPPING.

PHILADELPHIA, RICHMOND, AND NORFOLK STEAMSHIP LINE.

PHILADELPHIA, RICHMOND, AND NORFOLK STEAMSHIP LINE. A STEAMER WILL LEAVE WEDNESDAY, SEPT. 18, AT NOON.

PHILADELPHIA, RICHMOND, AND NORFOLK STEAMSHIP LINE. A STEAMER WILL LEAVE WEDNESDAY, SEPT. 18, AT NOON.

PHILADELPHIA, RICHMOND, AND NORFOLK STEAMSHIP LINE. A STEAMER WILL LEAVE WEDNESDAY, SEPT. 18, AT NOON.

PHILADELPHIA, RICHMOND, AND NORFOLK STEAMSHIP LINE. A STEAMER WILL LEAVE WEDNESDAY, SEPT. 18, AT NOON.

PHILADELPHIA, RICHMOND, AND NORFOLK STEAMSHIP LINE. A STEAMER WILL LEAVE WEDNESDAY, SEPT. 18, AT NOON.

PHILADELPHIA, RICHMOND, AND NORFOLK STEAMSHIP LINE. A STEAMER WILL LEAVE WEDNESDAY, SEPT. 18, AT NOON.

PHILADELPHIA, RICHMOND, AND NORFOLK STEAMSHIP LINE. A STEAMER WILL LEAVE WEDNESDAY, SEPT. 18, AT NOON.

PHILADELPHIA, RICHMOND, AND NORFOLK STEAMSHIP LINE. A STEAMER WILL LEAVE WEDNESDAY, SEPT. 18, AT NOON.

PHILADELPHIA, RICHMOND, AND NORFOLK STEAMSHIP LINE. A STEAMER WILL LEAVE WEDNESDAY, SEPT. 18, AT NOON.

PHILADELPHIA, RICHMOND, AND NORFOLK STEAMSHIP LINE. A STEAMER WILL LEAVE WEDNESDAY, SEPT. 18, AT NOON.