THE DAILY EVENING TELEGRAPH—PHILADELPHIA, TUESDAY, SEPTEMBER 24, 1867.

NEWS FROM TEXAS.

ndian Depredations-The Rains and the Crops-Vellow Fever and its Spread. Rte. Etc.

We had the pleasure of meeting Major George S. Simpson, Faymaster in the United Status Army, who has just returned from a tour of buy in Texas. There mays recently been re-borts of scripus Indian depredations and out-ages on the Fort Davis and El Paso route. As As ajor Simpson has pass dover the entire route om San Antonio, we have been able to obtain om him some facts that may be interesting to TUADETS.

In readers. On the whole, our previous accounts are some-what exasperated. The indians are far more roubly some in the targe settlements than in he upper country, where they can obtain tothing upless they attack a train, which has become rather bazardons, as there are a great hans might get the worst of it. It is the gene-al belief that these expredictions, represented o be committed by futures, are really the acts if Mexicans. Quite recounty two or three men ave been killed, and a lot of horses and cattle have been stolen. Major Simpson had seen teither Indians nor any sign of them, but could reported their trails off the road, some fleen or twenty miles.

could reported their trails off the road, some ficen or twenty miles. We learn that the crops generally are very ne, but a large proportion of the cotton-per-aps three-fourths of it-has been destroyed by he worm. The corn is particularly abundant, ind the grasses never were better. Of course be cattle are as fat as they can roli-good news or the creasent City, for do we not want a tuil upply of that delicious lexas beef this fall and vinter? The rains througnout this fall and vinter? The rains througnout this entire egion smounted almost to a deluge. It has soured down day after day, and of course the round is perfectly saturated, the country in found is perfectly saturated, ine country in ome sections inundated, and the streams wollen, in some cases above their banks. On furkey creek, at one time, when Colonel Wade and his detachment camped out, the water rose before morning to such a height that one of the inggage wagons was carried down the stream. It is the screared on that there has never t is the general opinion that there has never seen so much rain in one season in that section

The people are perfectly quiet on the subject The people are periedly quiet on the subject of politics, contenting themselves with the imple declaration that they are ready for re-construction. The registration of the voters has been a mpleted, and it is the general belief of the white citizens that the annesty proclama-tion of the President will bring them a decided najority in the State, and save them from the iscendancy of the newly enfranchised freed-men.

Yellow fever has appeared at Allytown. This orroloates the statement which we found in he Galveston papers of the 14th. From Ally-own westward the health of the State never own westward the health of the State never vas better, but it is understood that one case of ever has occurred at Austin. It is the impres-ion of Major Simpson that this disease will pread all over the country, and that there is to possibility of stopping it, as intercourse with hose clites where the disease at present pre-fails as an epidemic, is totally unrestricted. And in addition, the climate is rendered so noist and impure by the excessive raiss, that if the disease is once introduced it will sorced moist and impure by the excessive raiss, that if the disease is once introduced it will spread with frightful rapidity. We hope, in this in-tance at least, that Major Simpson may be adstaken, and that, instead of further ravages of this dreaded disease in Texas, we may shortly hear of its entire disappearance, and the perfect estoration of the people to health and pros-perity.—N. O. Times.

The Miracle-Worki. g Zouave.

Several very curious stories are told of the French Zouave Jacob, whose miraculous cures reated a sensation in Paris until he was proved to be an impostor. We find the following scat-tered through the foreign papers:— "A cure, deprived of sight through a paralysis for the sense of t

of the optic nerve, called upon Jacob. 'Take off your spectacies,' says the Zouave, 'and look me in the face. You can see.' 'No.' 'But I ay yes.' 'Well, then, yes.' And the ecclesi-utic retired, to the great astonishment of the rowd. 'Your sight is improved, then?' said a riend to him as he was passing. 'Not in the east.' 'But, please explain.' 'Why, the fact is, I did not wish to appear more stupid than the rest.'

the rest.' "Among the miracles at the Rue de la Ro-quette, in Paris, was the following:-Mary, the cook of his host, had her bands dreadfully wolleu; she could work only with much pain. facob at once saw that she had just nursed a hild, that she had taken no care at all of herself when the baby was weaned, and the result was that her milk had fled into her arms, Jacob

"The admirers of Jacob had subscribed the needful to present him with a picture portraying the 'Last Judgment,' when the Forey episode The

PROPOSALS. RAILROAD LINES. DROPOSALS FOR DREDGEBOAT.

DROPOSALS FOR DREDGEBOAT. OFFICE U. S. ENGINEER AGENCY, No. 7 BOWLING GREES, NEW YORK CITY, September 19, 1807 The undersigned hereby invites sealed 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, 1807) for improving the mouth of the Mislissippi river, in accordance with models, drawings, and specification visible at this (ffice, and instructions to be furnished by the Ergineer in charge; the Dredgeboat to be de-livered at such point in the Mississippi river at or below New Orieans, as the Engineer in ctarge may direct. The Dredgeboat 'o be a double-ender, 160 ee long, 30 feet beam, '21 feet high, measured from the bottom of an or we ascrew pro-relier at each end one of the star ball fort

long, 30 feet beam, from the bottom of spar-deck at amids. car deck at amids. Jave a screw pro-clier at each end, one of ... deh is to be 14 feet i meter, driven by two engines, and the other l feet diameter, and driven by one; to be fitted ith water compartments for readily adjusting the draft to any depth from 14 to 20 feet; to be fitted with an auxiliary scraper at each cud; and many of the parts to have a strength con-siderably exceeding that of like parts of sideamers of like dimensions designed for ordinary ocean newlowiton

of like dimensions designed for ordinary ocean navigation. During the construction of the Dredgeboat reasonable facilities for inspecting the mate-rials 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 construc-tion and delivery by her own engines alone. Bids which do not cover the entire construc-tion 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 practically engaged in the construction of ocean steamers, or screw propeller machinery

been steamers, or screw propeller machinery for the same, and who have personally inspected the model and drawings of the Dredgeboat, or employed experts for the purpose of informing

employed experts for the purpose of informing them of its character. Bids to be indorsed (on the envelops) "Propo-sals for Dredgeboat," and addressed to the un-dersigned at this office. Each bid must be accompanied by a guaran-tee, signed by two guarantors, that the bidder will enter into contract as herein stated, and a certificate of the responsibility of the guaran-tors, and specifying the occupation of the bid-ders, signed by an officer of the United States Corps of Engineers, or some other competent

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 contact and bond must be signed by the lith day of October, 1867; work must be actually begun on both hull and ma-chinery by the 20th day of October, 1867; the boat must be completed, ready for sea and for work, and the trials and trial trip had by the list day of March. 1868, and no ungecessary Sist day of March, 1868, and no unnecessary delay thereafter must occur in her delivery at the point designated. Payments will be made as follows:-Forty

rayments will be made as hollows:---bity per cent, of the contract price on haunching the boat and completion of the boilers and the cylinders of the three propeller engines, pro-vided 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 anthorized officer or 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

tance at the point of delivery. Bonds for the faithful performance of the con-tract in the sum of \$25,000 will be required, with two sureties, whose sufficiency must be certi-fied by the Clerk of the nearest District Court, the properties of the surface of the certification of the surface the names of the sureties, with the certificate, to be submitted with the bld. 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

and Boston. The Government reserves the right to reject

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 con-tractor 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 Missis-sippi river. 9 23 12t

LUMBER.

1867. -SELECT WHITE PINE BOARDS AND PLANK. 44, 64, 64, 2, 25, 3, and 4 inch CHOICE PANEL AND 16 COMMON, 16 feet long. 44, 64, 64, 2 25, 8 and 4 inch WHITE PINE, PANEL PATTERN PLANK. LARGE AND SUPERIOR STOCK ON HAND,

READING HAILBOA GREAT TRUNE LINE FROM PHILADELFE:A JUTHE INTERIOR OF PENNSYLVANIA, THE SCHUYLKILL, SUS QUEHANNA, CUMBERLAND, AND WYOMING VALLEYS, THE NORTH, NORTHWEST, AND THE CANADAS

OUEHANNA, CUMBERIAND, AND WYOMING VALLEYS, THE NORTH, SORTH WEST, AND HE CANADAS "UMMER ARRANGEMENT OF PASSENGES Leaving the Company's Lepoi, as THIRTRENTE and CALLOW HILL Streets. Philadelphia, at the foi lowing hours.-MORNING ACCOMMOPATION, A 7 70 A. M. for Reading at 50 P. M. artiving the Philadelphia at 9'0 P. M. MORNING EXPRESS At 5'15 A. M. for Reading, Lebanon, Harrisonra Potaville, Pinegrove, Tamagua, Sunbery, William pots, Elmira, Rochester, Niagura Falls, Buffalo Altentown, Wilkesbarre, Pittation, York, Carlisle Chambersburg, Hagerstown, etc., 640. This train connects at READING with East Penn Sylvania Rain for Harrisburg, etc., at PORT CLINTON with Catawissa Reliford trains for Will lambburg. Lock Haven, Emira, etc., at APAR BUGK Wills and Strengers, at ARRIS BUGK Strenger, Strengers, Strenger, Strenger, Strenger, Strenger, Hagerstown, etc., at ORT CHANGER TON, WILCOMENTING, EXPRESS The train connects at READING with East Penn Sylvania Railroad trains for Alentown, etc., and the Lebanon Valley train for Harrisburg, etc., at PORT CLINTON with Catawissa Railroad trains for Will lambburg. Lock Haven, Einira, etc., at HARKIS BUFG WILL Northern Ceptral Cumberland Valley and Schurylikil and Susquebanna trains for Northum-berland, Williamsport, York, Chamberaburg, Pine grove, etc. AFTERNOON EXPRESS

and Schuyikili and Susquehama Irains for Northumberland, Williamspor, York, Chambersburg, Pine grove, etc. AFTERNOON EXPRESS
Leaves Philadelphia at 3:30 P. M., for Reading Potsville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc. FOTISTOWN ACCOMMODATION
Leaves Potstown at 8:30 A. M., stopping at loter mediate biatione, arrives in Potstown at 8:40 A. M., stopping at loter from the biatory of the stopping at 10 arrives in Potstown at 8:40 A. M., stopping at all was the stopping at 75% A. M., stopping at all was the stopping at 75% A. M., stopping at all was the stopping at 75% A. M., stopping at all was the stopping at 75% A. M., stopping at all was the stopping at 75% A. M., stopping at all was the stopping at 75% A. M., stopping at all was the stopping at 75% A. M., stopping at 85% A. M. And Potsville at 85% P. M., arriving in Philadelphia at 900 P. M.; arrives in Reading with the stopping at 100 P. M. Afterson trains leaves Harrisburg at 21% P. M. Afterson trains leaves Harrisburg at 21% P. M. Afterson trains leaves Harrisburg at 21% P. M. Afterson trains leave Harrisburg at 21% P. M. Afterson trains leaves Harrisburg at 21% P. M. Afterson trains leaves that the stopping at 100 P. M. Afterson trains leave Harrisburg at 21% P. M. Outsville at 35% P. M., arriving in Philadelphia at 90% P. M., connecting at 20% P. M., arriving in Philadelphia at 90% P. M. Connecting at 60% P. M., arriving in Philadelphia at 90% P. M. Connecting at 60% P. M. Stopping at 81% at the stop P. M.
Macket train, with passenger car attached, leaver statistical philadelphia at 21% P. M. Connecting at 90% A. M. Philadelphia at 90% P. M. Stopping at 90% A. M. Stopping at 90% A. M. Stopping at 90% P. M.
Macket train with passenger car attached, leaver patients. Leaves Potsville at 50% A. M. and philadelphia at 21% P. M. Leave Philadelphia at 90% P. M.
Macket train with passenger car attached, leaver patienting at 90% P. M. Converting at 60% A. M.

². M. CHESTER VALLEY RAILROAD, Passengers for Downingtown and intermediate wints take the 7:20 A, M., and 3:00 P, M. trains from hillsdeiphia, returning from Downingtown at 6:10 A. a and 1:30 P. M.

⁵ hilsdeiphia, returning from Downingtown at 610 Å.
 ⁵ M. and 100 P. M.
 ⁵ NEW YORK EXPRESS FOR PITTSBURG ANI THE WEST
 ⁵ Leaves New York at 9 Å. M. and 5 and 8 P. M.
 ⁵ passing Reading at 160 Å. M and 1750 and 1005 P. M.
 ⁵ and connecting at Harrisburg with Pennsylvania and Northern Central Railford express trains for Pitts-burg. Chicago, Willamsport, Elmira, Balifimore, etc.
 ⁵ Returning, express train leaves Harrisburg on ar rival of the Pennsylvania express from Pittsburg, at 8 and 845 Å. M. and 9 P. M., passing Reading at 44 and 1030 Å. M. and 9 P. M., passing Reading at 44 so york at 1940 Å. M., and 450 and 820 P. M.
 ⁵ Seepingcars accompany these trains through between Jensey Chy and Pittsburg, without change.
 ⁵ A mial train for New York leaves Harrisburg at 27h P. M. Mail train for Harrisburg leaves New Yorl at 12 M.

M. Mail train for Hattisons 12 M. SCHUYLKILI, VALLEY RAILROAD, SCHUYLKILI, VALLEY RAILROAD, Trains leave Poilsville at 7 and 11/20 A. M. and 7/9 M. returning from Tamaqua at 7/35 A. M. and 1/4

1. In Formation of the second seco

Excursion lickets from Philadelphia to Reading and

Canada. Excursion tickets from Philadelphia to Reading and intermediate stations, good for one day only, are sold by Morning Accommodation, Market train, Reading and Poltstown Accommodation trains, at reduced rates. Excursion tickets to Philadelphia, good only for one day, are sold at Reading and Intermediate stations by Reading and Poltatown Accommodation trains, at reduced rates. The tollowing tickets are obtainable only at the office of 8. BRADFORD, Tressurer, No. 27, 8 FOURTH Street, Philadelphia, or of G. A. NICOLLES, General Supermitendent, Reading... COMALUTATION TICKETS At 25 per cent, discount, botween any points desired for families and firms. MILEAGE TICKETS, Good for 2009 miles between all points, \$2256 each for families and firms. SEASON TICKETS For three, six, nine, or twelve months, for holders only, to all points, at reduced rates. Residing on the line of the road will be furnished for are being on the line of the road will be furnished cards entitling themselves and wives to tickets at half fare. EXCURSION TICKETS

fare.

EXCURSION TICKETS

DENNSYLVANIA CENTRAL RAILROAD

RAILROAD LINES,

SUMMER TIME, TAKING EFFROT JUNE 2, 1867 EUMMER TIME, TAKING EFFECT JUNE 2, 1867. The trains of the Pennsylvania Central Railroad leave the Depot, at THETT-FIRST and MARK 877 streets, which is reached directly by the cars of the Market Street Passenger Railway run within one square of it. On sundays—The Market Street cars leave From and Market Streets thirty-five minutes before the departure of each train. Sleeping Car Tickets can be had on application at the Ticket office. N. W. cor. Minih and Cheantt streets. Agents of the Union Transfer Company will call for and ceiver baggage at the Depot. Orders ten at No. Focuer to the train the Depot. Orders ten at No. Focuer to the train the Depot. The street, will receive attention.

TRAINS LEAVE DEPOT, VIZ .--Mail Train

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 Friendling Statements of the second statement of the second s

The Western Accommodation Train runs daily, The Western Accommodation Train runs daily, accept Sanday. For full particulars as to fare and accommodations, apply to FRANCIS FUNK, Agent.

Cincinnati Express Philadeiphia Express Erie Mail

For further information spply to JOHN C. ALLEN, Ticket Agent, No. 601 CH ESNUT Street. 8AMUEL H. WALLACE,

The Pennsylvants Railroad Company will not as sume any risk for Buggage, except for Wearing Ap parel, and limit their responsibility to One Hundred boliars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taker by special contract.

General Superintendent, Altoona, Pa. 4.29

 H. F. KENNEY, superintendent.
 W EST CHESTER AND PHILADELPHIA RALLROAD, VIA MEDLA. SUMMER ARRANGEMENT.
 On and after MONDAY, June 24, 1987, Trains with leave Deput, THIRTY-FIRST and CHESNUT Streets, West Philadelphia, as follows: Leave Philadelphia tor West Chester, at 7, i. A. M., 11 A. M., 250 P. M., 418 P. M., 450 P. M., 700 P. M. and 1050 P. M.
 Teave West Chester for Philadelphia, from Dépo. on East Market street, at 676 A. M., 716 A. M., 750 and 1645 A. M., 156 P. M., 450 P. M., 716 A. M., 750 and 1645 A. M., 156 P. M., 450 and 650 P. M.
 Trains leaving West Chester at 750 A. M., and leav-ing Fhiladelphia is 450 P. M., will stop at B. C. June-tion and Media only.
 Pachengers to or from stations between West Ches-ter and B. C. Junction going east, will take train leaving West Chester at 755 A. M., and going west will take train feaving Philadelphia at 450 P. M., and transfer at B. C. Junction.
 Leave Philadelphia for Media at 530 P. M.
 Leave Media for Philadelphia at 650 P. M.
 Stopping at all stations.
 The Market Sireet cars will be in walting, as mana, 1867. -FOR NEW YORK. -THE CAMDEN Eattroad Company's Lines, from Philadelphis and Trenton Failroad Company's Lines, from Philadelphis to New York and Way Places, from WALNUT Street Wharf, will leave as follows, viz. - FASE, Ats A. M., vis Camden and Amboy, Accom. - 1225 Ats A. M., vis Camden and Jersey City, Express Mail

Mail Service Control and Sensey City, Express 3700 At 5 P. M., via Camden and Amboy, Express 3700 At 5 P. M., via Camden and Amboy, Ac- 1 ist class, 2725 commodation and Finigrant. 12d class, 1730 At 5 A. M., 2, 6 and 6 P. M., for Mount Holly, Ewran-ville, Pemberton, Birningham, and Vincentown, At 5 A. M. and 2 P. M., for Freehold, At 5,8 and 10 A. M., 2 and 4 P. M., for Trenton, At 5,8 and 10 A. M., 2, 4, 5, 6, and 11/30 P. M., for Bordentown, Barlington, Beveriy, and Delanco, At 5 and 10 A. M. 1, 2, 4, 5, 6, and 11/30 P. M., for Florence.

Iorence. At 5 and 10 A. M., 1, 4, 5, 6, and 11 % P. M., for Edge-rater, Riverside, Riverton, and Paimyra, At 5 and 10 A. M., 1, 4, 6, and 11 % P. M., for Fish

The 1 and 11 30 P. M. Lines leave from Market Street Ferry, upper side. LINES FROM KENSINGTON DEPOT WIII ler

Vill leave as follows:-At 11 A, M., 420 P, M., and 12 P, M. (night), via Ken-ington and Jarsey City, New York Express Lines,

sington and Jersey City, New 1012 A. A. and 12 P. M., At 8, 10-15 and 11 A. M., 2'80, 8'36, 4'80, 5, and 12 P. M., for Trenten and Bristol. At 8 and 10-15 A. M., 2'30, 5, and 12 P. M., for Morris-ville and Tullytown. At 8 and 10-16 A. M., 2'30, 4'30, 5. and 12 P. M., for Constructs

der arture. The Chesnut and Walnut Street cars connect with all of the above trains, carrying passengers down Chesnut street, past the principal hotels and the Cam-den and Anböy LR, olice, at Walnut street whari, passing out Walnut street to the depot. ON SUNDAYS Leave Philadelphis at 800 A. M. and 2 P. M. Leave West Chester at 745 A. M. and 2 P. M. The cars on Market street will connect with all Sunday trains, both ways, as usual, leaving Front and Market street thirty-five 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 715 A. M. and 450 P. M., connect at R. C. Junction with trains on P. and B. C. R. K., for Oxford and intermediate points. Passengers are sllowed to take wearing apparel only, as baggage, and the Company will not in any case be responsible for an amount exceeding one hun-dred dollars, miess special contract is made for the same. 430 General superintendent. TORULADELPHIA AND BALTIMORE CEN.

At 730 and 10 b A. M., 230 and 5 P. M., for Eddington, At 730 and 10 f A. M., 230 and 5 P. M., for Eddington, At 730 and 10 f A. M., 230, 4, 5, 6, and 12 P. M., for Cornwell's, Torresdale, Hoimesburg, Tacony, Wissi aoming, Bridesburg, and Frankford, and at 8 P. M., for Hoimesbarg and intermediate stations, BELVIDERE DELAWARE RAILROAD LINES, From Kensington Depot.

BELV IDERKE DELA WARE BAILHOAD LINES, From Kensington Depot, At 8 A. M. for Niagara Falls, Buffalo, Dunkirk, Canandaigna, Elmira, Ithaca, Owego, Rocnester, Binghantoa, Oswego, Stracme, Great Bend, Mon-trose, Wilkesbarre, Scranton, Stroudsburg, Water Gap,

At 8 A. M. and 3'30 P. M. for Belvidere, Easton, Lambertville, Fiemington, etc. The 3'30 P. M. Line connects direct with the Train leaving Easton for Mauch Chunk, Allentown, Bethle-

At 5 P. M. for Lambertville and intermediate Sta

tions. Lines from West Philadelphis Depot, via Connect-ing Railway, will leave as follows:-At 1:00 A. M., and 1:30 and 6:30 P. M. Washington and New York Express Lines, via Jersey City, Fare, 43 25. The 1:30 A. M. and 6:30 P. M. Lines will run daily. All others, Sundays excepted. July 15, 1867. WM. H. GATZMER, Agont.

PRILADELPHIA AND ERIE RAILROAD .-SUMMER TIME TABLE.

SUMMER TIME TABLE. Through and direct route between Philadelphia, Baltimore, Harrisburg, Williamsport, and the Great Oil Region of Pennsylvania. ELEGANT SLEEPING CABS on all Night Traina. On and after MONDAY, April 29, 1857, the trains on the Philadelphia and Erie Railroad will run as Follows: follows:-

SHIPPING

***** PHILADILPHIA, RICHMOND,

AND NORFOLK STEAMSHIP LINE.

A STEAMER WILL LEAVE

WEDNESDAY, SEPT. 18, AT NOON. ALSO, ON

NATURDAY, SEPTEMBER 21, AT NOON. Continuing hereafter their regular

SERIEVERMENT TREPS.

Through rates and receipts to all points in NORTH and SOUTH CAROLINA. via

SEABOARD AIR-LINE.

ALSO, SOUTH AND WEST, VIA

RICHMOND AND DANVILLE, AND VIE-

Freight received daily at First Wharf above

 STEAM TO LIVERPOOL—CALL-Its at Gureenstown - The Inman Line, sail-its at Gureenstown - The Inman Line, sail-cut of PARTS - Sailarday, September 26 GUT OF NAW YORK. Wednesday, October 18 Burdey, October 18 Manuelles and the Sailarday, October 18 Manuelles and Sailarday, Sailarday,

THE PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COM-PANY'S REGULAR SEMI-MONTHLY

LINE, FOR NEW ORLEANS, LA. JUNIATA. 1215 tons, Captain P. F. Hoxie, TIOGA, 1075 tons, Captain J. T. Morse, The TIOGA will leave for New Orleans on SATUR-DAY, October 5, at 8 o'clock A. M., from Pier 18 North Wayner, S.

The JUNIATA will leave New Orleans for this port

The JUNIATA will leave new Oriential to Mobile, October 5, Through bills of lading signed for freight to Mobile, Galveston, Natchez, Vickaburg, Memphis, Nashville Cairo, St. Louis, Louisville, and Cincinnati. Agents at New Orienans, Creevy, Nickerson & Co, WILLIAM L. JAMES, General Agent, CHAS, E. DILKES, Freight Agent, CHAS, E. DILKES, Freight Agent, 4 11] No. 314 S. Delaware avenue.

A11] THILADELPHIA, BICHMOND, AND NORFOLK STEAMSHIP LINE. THROUGH AIR LINE TO THE SOUTH AND WEST THROUGH RECEIPTS TO NEWBERN. Also all points in North and South Carolina, via Statistic Statistics of the West, via Norfolk, Peters-burg, South-side Railroad, and to Lynchburg, Va., Tennessee and the West, via Norfolk, Peters-burg, South-side Railroad, and Richmond and Dan-wille Hailroad. The regularity, safety, and cheapness of this route commend it to the public as the most desirable medium for carrying every description of freight. Mo charge for commission, drayage, or any expense of transfer. The is insure at lowest rates, and leave regu-inty from first wharf above Market stress. Freight received dally. MillIAM P. CLYDE & CO, No 14 North and South WHARVES. W. P. PORTER, Ageut at Richmond and City Poin. T. C. ROWELL & CO., Agents at Norfolk. 61

T. P. CROWELL & CO., Agents at Norfolk. 61

WH. P. CLYDE & CO.,

No 14 North and South Wharves.

STEAM TO LIVERPOOL CALL-

AGENTS.

MARKICT Street.

9-18-41

GINTA AIR-LINE RAILHOADS.

threw cold water upon their enthusiasm. rumpet of the angel sounding in the valley of rehosinghat was to represent a trombone." A Paris letter says:-"Who is that Jacob? He has made so

he Univ

e is wo illage et Loin ounter 7th Hu Then he n the 1 aucer Juard. about fi brown unken like a d Last y came t He rec denly r the por nome

A cla that Pascal was the author of the theory of gravitation generally attributed to Newton, and M. Chasles has published a correspondence to make good the claim. The claim has been con-tested in the Paris Academy of Sciences, and tested in the Paris Academy of Sciences, and overthrown. M. Fongere, who had been re-quested to prepare a paper on the subject, and who some years ago had Pascal's manuscripts who some years ago had rescars manageries entrusted to him for fifteen months by the Im-perial Library, was the author of the exposure of this barefaced attempt to rob Newton of his fame. He says that the pretended letters of Pascal are a forgery: that the forger has not even imitated the handwriting of Pascal; that he had only partially used the orthography of that period; that the old paper used by him and the new ink had not combined so as to have the appearance given only by time; and that the letters attributed to Pascal's sisters are in the same hand writing as those attributed

Mr. Fougere then passes to the scientific question, and asks how it is possible that Pascal could have discovered the laws of universal gravitation, when he did not even admit that he motion of the earth round the sun was proved. He also quotes a sentence about coffse in one of these letters, when coffee was not introduced into Paris until seven years after Pas-cale. The French critic lastly examines the style of the latters, and pronounces them to have been written by one who was not a French-man; moreover, they are filled with commonplaces far beneath Pascal's genius, and not used by him; and he concludes by sharply adverting to M. Chasles' refusal to state how these documents came into his hands,

English Patents.

An official report says that the number of patents issued in England last year was two thousand one hundred and twenty four. The stamp duties upon these patents amounted to £114,461, a sum more than double the expenditure of the department. These receipts include £31,400 for continuing old patents boyond the 151,400 for continuing of patents boyond the first three years of their term of fourteen years, and £21,900 for continuing old patents beyond the first seven years of their term. The fee of £50 for continuing a patent beyond its third 260 for continuing a patent beyond its third year is paid on about thirty per sent, of the patents issued, and the other seventy per sent, become void at the end of three years. The further sum of £100 payable at the end of the neventh year is paid on about ten per cent, of the patents issued, so that ninety per cent, are allowed to become void at the end of the seventh year

A that Treash? He has made as much	the second se
o is that Jacob? He has made so much i Paris that he eclipsed for whole weeks wersal Exhibition and politics. Surely orth a few lines of biography. my Augustus Jacob was born at a little near Chalons, in the department of Saone e. He began his eventful career at the r of a tradesmen, which he left for the ssars, where he learned the trombone. e was successively enrolled as bandsman listh Infantry, the 16th Artillery, the 31 's, and finally in the Zonaves of the Physically be is of very short stature – the height of his trombone -lean, and of complexion; his small eyes are deeply in their sockets; in a word, he looks dervish every inch. He is a spiritualist, year, at the Camp de Chalons, patients to consult him from thirty miles round, peived a score of them at once. At his at his sight, at his contact, the deaf sud- recovered the sense of hearing, the dumb wer of speaking, and the lame returned with their crutches under their arms."	1867 BUILDING! BUILDING LUMBER! LUMBER! LUMBER! 44 CAROLINA FLOORING. 54 CAROLINA FLOORING. 54 DELAWARE FLOORING. 54 DELAWARE FLOORING. 54 DELAWARE FLOORING. 55 DELAWARE FLOORING. 55 DELAWARE FLOORING. 56 DELAWARE FLOORING. 57 DELAWARE FLOORING. 58 DELAWARE FLOORING. 59 DELAWARE FLOORING. 59 DELAWARE FLOORING. 59 DELAWARE FLOORING. 50 DELAWARE FLOORING. 50 DELAWARE FLOORING. 50 DELAWARE FLOORING. 50 DELAWARE FLOORING. 50 DELAWARE FLOORING. 51 DELAWARE FLOORING. 52 DELAWARE FLOORING. 53 DELAWARE FLOORING. 54 DELAWARE FLOORING. 54 DELAWARE FLOORING. 55 DELAWARE FLOORING. 56 DELAWARE FLOORING. 56 DELAWARE FLOORING. 56 DELAWARE FLOORING. 57 DELAWARE FLOORING. 58 DELAWARE FLOORING. 59 DELAWARE FLOORING. 59 DELAWARE FLOORING. 50 DELAWARE FLOORING. 50 DELAWARE FLOORING. 50 DELAWARE FLOORING. 50 DELAWARE FLOORING. 50 DELAWARE FLOORING. 51 DELAWARE FLOORING. 52 DELAWARE FLOORING. 54 DELAWARE FLOORING. 55 DELAWARE FLOORING. 56 DELAWARE FLOORING. 57 DELAWARE FLOORING. 58 DELAWARE FLOORING. 59 DELAWARE FLOORING. 50 DELAWARE FLO
	1867CEDARAND CYPRESS LONG CEDAR SHINGLES. SHORT CEDAR SHINGLES. COOPER SHINGLES. FINE ASSORTMENT FOR SALE LOW. NO. 1 CEDAR LOGS AND POSTS.
	1867. LUMBER FOR UNDERTAKERS RED CEDAR, WALNUT, AND PINE
	1867ALBANY LUMBER OF ALL KINDS ALBANY LUMBER OF ALL KINDS, BEABONED WALNUT, DRY POPLAR, CHERRY, AND ASH, OAK FLANK AND BOARDS, MAHOGANY,

7.-CEDAR AND CYPRESS shingles. LONG CEDAR SHINGLES. SHORT CEDAR SHINGLES. COOPER SHINGLES. INE ASSORTMENT FOR SALE LOW. NO. 1 CEDAR LOGS AND POSTS. 7 -LUMBER FOR UNDERTAKERS . LUMBER FOR UNDERTAKERS! RED CEDAR, WALNUT, AND PINE. 77 -ALBANY LUMBER OF ALL KINDS 507 -ALBANY LUMBER OF ALL KINDS, SEASONED WALNUT, DRY POPLAR, CHERRY, AND ASH, OAK FLANK AND BOARDS, MAHOGANY, ROSEWOOD, AND WALNUT VENEERS. 1867.-CIGAR-BOX MANUFACTURERS. CIGAR-BOX MANUFACTURERS. SPANISH CEDAR BOX BOARDS. 1867. SPRUCE JOIST LONG. SPRUCE JOIST LONG. FROM 14 TO 22 FEET LONG. SUFERIOR NORWAY SCANTLING. MAULE, BROTHER & CO., No. 2500 SOUTH STREET. U. S. BUILDERS' MILL, ROS. 24, 26, AND 28 S. FIFTEENTH ST., ESLER & BRO., Proprietors. Always on hand, made of the Best Seasoned Lumber at low prices, WOOD MOULDINGS, BRACKETS, BALUSTERS, AND NEWELS. Neweis, Balusters, Bracket and Wood Mouldings WOOD MOULDINGS, BRACKETS, BALUSTERS AND NEWELS.

Wainut and Ash Hand Ralling, 3, 3%, and 4 inches. BUTTERNUT, CHESNUT, and WALNUT MOULDINGS to order. 6 12



COACH MAKERS.

NO. 214 SOUTH FIFTH STREET.

New and Second-hand Carriages for sale. Par tionlar attention paid to repairing. 6 80 6

TO SHIP CAPTAINS AND OWNERS. The undersigned having lessed the KEN, by GTON Statew DOCK, besi to inform the Kiener and the patrons of the Dock that he is prepared with increment facilities to accommodize those having view the vessels corrent, are solicited to real. The second correspondence of "Wetterstedt's factor for the second for the sale of "Wetterstedt's factor for the vessels bottoms, for this city, I and increment of vessels'

 fare, EXCURSION TICKETS
 From Philadelphia to principal stations, good for saturday, sunday, and Monday, at reduced fare, to be had only at the Ticket Office, at THINTEENTH and CALLOWHILL Streets.
 Goods of all descriptions forwarded to all the above points from the Company's Freight Depot, BROAD and WILLOW Streets.
 Leave Philadelphia dally at 530 A. M., 1245 noon, and 6 F. M., for Reading, Lebanon, Harrisburg, Potts-ville, Port Clinton, and all points forward.
 Close at the Philadelphia Fost Office for all places on the road and its branches at 5 A. M., and for this principal stations only at 215 F. M. N ORTH PENNSYLVANIA RAILROAD.-

THE MIDDLE ROUTE.-Shortest and most direct route to Bethlehem, Allentown, Mauch Chunk, Hegelten, White Haven, Wilkesbarre, Mahanoy City, direct route to Bethiehem, Allentown, Mauch Chunk, Hazelton, White Haven, Wilkesbarre, Mahanoy City, Monint Carmet, Pittston, Scianton, and all points in the Lehigh. Mebanoy, and Wyoning coal regions.
 Passenger Depot in Philadelphila, N. W. corner of BERLES and ALERICAN Streets.
 CUM EK A ERA NGEMENT.
 NINE DAILY TRAINS.
 On and after WEDNISDAY, May 5, 1867, Passenger trains have the New Depot, corner Berks and Amori-can streets, daily (bundays excepted), as follows:-AT'55 A. M.-Morning Express for Bethiehem and Principal Stations on North Pennsylvania Infiroad, connecting at Bethiehem with Lehigh Valley Kalicoad, or anterity, Jeansville, Hazelton, White Haven, Wilkosbarre, Pittston, Scranton, and all points in Lehigh and Wyoming valleys; also, in connection with Lehigh and Mahanoy Railroad, for Mananoy City, and vith Catawiasa Railroad, for Mananoy City, and vith rate and all points in Annox City at 2 P. M.; at Scranton at 4 60 P. M.; Passengers by this train can take the Lehigh Valley units on New Jersey Central Baliroad to New York.

and points on New Jersey Central Railroad to New York, At \$45 A. M.-Accommodation for Doylestown, stop-ring at all intermediate stations. Passengers for Willow Grove, Hatboro, and Hartsville, by this train, take the stage at Old York road. At 164 A. M.-Accommodation for Fort Washing-ton, stopping at intermediate stations. At 150 P. M.-Express for Bethlehem, Allentown Manch Chunk, White Haven, Wikesbarre, Mahanoy Uty, Centralia, Shenandoah, Mount Carmel, Fittston. Scranton, and all points in the Mahanoy and Wyo-ming Coal regions. Passengers for Greenville take this train to Quakertown. At 2-5 P. M.-Accommodation for Doylestown, apping at all intermediate stations. Fassengers take tage at Doylentown for New Hope; at North Wales for Summytown.

suggest Doylestown for New Hope; at North Wales for Sumneytown, At 4 P. M.-Accommodation fo: Doylestown, stop-ping at all intermediate stations. Passengers for Willow Grove, Hatboro, and Hartsville, take stage at Abington; for Lomberville at Doylestown, At 5'20 P. M.-Through accommodation for Bethle-bern and all stations on main line of North Pennsyl-vania Rathroad, connecting at Bethlehem with Lehigh Valley Evening train for Eastlon, Allentown, and Mauch Chunk. At 5'20 P. M.-Accommodation for Lansdale, stop-ping at all intermediate stations. At 11'23 P. M.-Accommodation for Fort Wash-ington.

Ington.
 TRAINS ARRIVE IN PHILADELPHIA.
 From Rethlehem, at 915 A. M., 956 and 840 P. M.
 255 P. M. train makes direct connection with Lebigh Valley trains from Easton, Wilkesbarre, Mahanoy (117, and Hasteton, Passengers leaving Easton at 1120 A. M., arrive in Philadelphia at 255 P. M.
 Passengers leave Wilkesbarre at 130 P. M., connect at Bothlehem at 615 P. M., and arrive in Philadelphis 110 P. M.

From Doylestown at 8'25 A. M., 5'10 P. M., and

From Doylestown at 520 A. M., 510 F. M., and 40 P. M. From Lansdale at 730 A. M. From Fort Washington at 1150 A. M. and 805 P. M. ON SUNDAYS. Philadelphia for Bethlehem at 970 A. M. Fridhadelphia for Bethlehem at 970 A. M. Hildelphia for Bethlehem at 970 A. M. Bethlehem to Philadelphia at 470 P. M. Finh and Sizth Streets Passenger cars convey pas-sengers to and from the new depot. White cars of Second and Third Streets line and White cars of Second and Third Streets line and White cars of Second and Third Streets line and Union line run within a short datance of the Depot. Tracets most be procured at the Theket Office in order to accure the lowest rates of MrS. ELLIS CLARK, Agent. Trickets soin and Baggage checked through to prin-cipal points at Mann's North Pennsylvania Haggage

cipal points at Mann's North Pennsylvania Daggag Express Office, No. 105 S. FIFTH Street, 111

ANNAMEESIC SHORT LINE

AND United States Mail Route to the South

United States Mail Route to the South and Southwest. On and after JULY s, trains will leave Depot Phila-dephila. Wilmington, and Baltimore Halfroad, BROAD street and WABHINGTON Avenue, at 11 P. M., con-negating closely with Express trains for the principal vittes south, including, Wilmington, N. C., Goldsbord Newbern, Charleston, Savannan, Baleigh, Charlotte, Columbia, Macon, Augusta, Montgomery, Mobile New Orleans, and intermediate points. New Orleans, and intermediate points. Tor tickets and intermediate points. Tor tickets and intermediate points. Tor tickets and intermediate points. H. V. TOMPKING General Agent, Northely, Va. C. I. TROWERLDGE, General Passer, ger Agent.

8.45 P. 10.00 A. 8.00 A. 6.45 P. 5'10.P. h

PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD.

TIME TABLE, Inc. 100 (av. May 1, 180

TIME TABLE, On and after Wednesday, May 1, 1867, FUR GLARMANTOWN, Leave Philadelphia 6, 7, 8, 945, 16, 11, 12 A, M, I, 2, 35, 35, 4, 5, 95, 65, 7, 8, 9, 10, 11, 12 P, M, Leave Germantown 6, 7, 75, 5, 8, 220, 9, 16, 11, 12 A, M 1, 2, 5, 4, 45, 6, 65, 7, 8, 9, 10, 11 P. M. The sub bown Train and sig and 5% Up Trains will not stop on the Germanicown Branch.

L. S. 4, 43, 6, 65, 7, 8, 8, 10, 11 P. M. The scol bown Train and s5, and 55, Up Trains will not stop on the Germaniown Branch. ON SUNDAYS. Leave Organization Branch. Leave Germanbown 85, A. M. 2, 7, 10% P. M. Leave Germanbown 85, A. M. 1, 6, 95 P. M. Leave Germanbown 85, A. M. 1, 6, 95 P. M. Leave Germanbown 85, A. M. 1, 6, 95 P. M. Leave Germanbown 85, A. M. 1, 6, 95 P. M. Leave Chesnut Hill 710, 8, 940, and 1140 A. M. 140 840, 540, 640, 840, and 1050 A. M. 140 A. 240, 540, 640, 840, and 1050 A. M. 140 840, 540, 640, 840, and 1050 A. M. 140 840, 540, 640, 840, and 1050 A. M. 1240, 540, and 928 P. M. FOR CONSHICHOCKEN AND NORRISTOWN. Leave Philadelphia 95, A. M. 2240, 540, and 928 P. M. FOR CONSHICKEN AND NORRISTOWN. Leave Prinadelphia 8, 75, 99, and 1105 A. M. 154, 8, 154, 64, and 85, P. M. Con SUNDAYS. Leave Philadelphia 6, 75, 9, and 1105 A. M. 154, 8, 164, 64, and 85, P. M. Desve Philadelphia 6, 75, 9, and 1105 A. M. 154, 8, 165, 654, 800, 92, and 115 P. M. Leave Norristown 7 A. M., 550 and 9 P. M. Leave Philadelphia 6, 75, 9, and 1105 A. M. 154, 8, 165, 556, 69, 800, 95, and 115 P. M. Leave Philadelphia 6, 756, 9, and 1105 A. M. 155, 3, 16, 556, 69, 800, 95, and 115 P. M. Leave Philadelphia 5, 756, 9, and 1155 A. M. 155, 3, 16, 556, 69, 800, 95, and 115 P. M. Leave Mannyunk 75, A. M. 6 and 95, P. M. Leave Mannyunk 75, A. M. 6 and 95, P. M. Leave Mannyunk 75, A. M. 6 and 95, P. M. Leave Mannyunk 75, A. M. 6 and 95, P. M. Leave Mannyunk 75, A. M. 6 and 95, P. M. Leave Mannyunk 75, A. M. 6 and 95, P. M. Leave Mannyunk 75, A. M. 6 and 95, P. M. Leave Mannyunk 75, A. M. 6 and 95, P. M. Leave Mannyunk 75, A. M. 6 and 95, P. M. Leave Mannyunk 75, A. M. 6 and 95, P. M. M. Depot, NINTH and GREEN Streets,

FOR CAPE MAY BY BAILROAD, FROM

FOR CAPE MAY BY BAILEOAD, FROM foot of MARKET Street (Upper Ferry). "ICommencing TUESDAY, September 3, 1857. 4:00 P.M. Cape May, Passenger. RETURNING TRAINS LEAVE CAPE ISLAND. 9:00 A. M. Morning Mail. The SUNDAY MAIL and PASSENGER TRAIN leaves Philadelphia at 7:00 A. M., returning leaves Cape Island at 5:00 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 produced at the Office of the Company, Camden, N.J. Through tickets can be produced at No. 225 Chesnut street (under the Continential Hotel). Fersons purchasing tickets at the office can have their mag-gage checked at their residences.

purchasing lockets at this office can have their bag-gage checked at their residences. WEST JERSEY RAILROAD LINES, from foot of MARKET Street (Upper Ferry), Commencing TUESDAY, september 17, 1887. For Bridgeton, Satem. Vinciand, Millville, and in-termediate stations, 8'00 A. M. Mail, 1930 P. M. Presenger. Cape May 3'50 P. M. West Jersey Freight Train leaves Camden at 12 M. (poon.)

(noon.) Freight will be received at Becond Covered Wharf below Walnut street, from 700 A. M. until s00 P. M. Freight received before 200 A. M. will go forward the

ains day. Freight Delivery, No. 298 S. DELAWARE Avenue, 72 if WILLIAM J. SEWELL, superintendent,

PHILADELPHIA AND BALTIMORE CEN-TRAL RAILBOAD,-Summer Arrangements, on and atter SATURBAY, June 1, 1867, Trains will leave Philadelphia, from the Depot of the West Cheater and Philadelphia Railroad, corner of THIRTY-FIRST and CHESN UT Streets (West Phila-delphia), at 715 A. M. and 456 P M. Leave Rising Sun at 5 15 and Oxford at 606 A. M., and leave Oxford at 252 P. M. A Market Train, with Passenger Car attached, will run on Tueedays and Fridays, leaving the Rising Sun at 115 A. M., Oxford at 1200 M., and Kennett at 100 P. M., connecting at West Chester Junction with a Train for Philadelphia. On Wednesdays and Satur-days trains leave Philadelphia at 230 P. M., run ing through to Oxford. The Train leaving Philadelphia at 230 P. M., run ing the Train leaving Philadelphia at 250 P. M., run the the to connect at Oxford with a ther-noon Train for Philadelphia. The Train leaving Philadelphia at 450 P. M., runs to Rising Sun, M. Passengers allowed to take wearing apparel only massagare, sind the Company will not in any case be responsible for an amount exceeding one hundred collars, unless aspecial contract be made for the same, But HENRY WOOD General Sup'A.

THILADELPHIA AND BALTIMORE CEN-

RAILROAD LINES.

PHILADELPHIA, WILMINGTO, AND BAL.

Bence by the Union Transfer Company, Bi H. F. KENNEY, superintendent.

Leave Media for Philadeiphik at 640 P. M. Stopping at all stations. The Market Sirret cars will be in walting, 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 car connecting with each train leaving Front and Market streets thirty minutes previous to decentury.

The Chesnut and Walnut Street cars connect with

4.56

Agent.

ENGINES, MACHINERY, ETC.

ENGINES, MACHINERY, ETC. PENN STEAM ENGINE AND BOTLER WORKS.-NEAFIE & LEVY FACTICAL AND THEORETICAL ENGINEERIE MACHINESTS, BOILER-MAKERS, BLACK-SMITHS, and FOUNDERS, having for many years been in successful operation, sud been exclusively engaged in building and repairing Marine and River Engines, ligh and low-pressure, Iron Bollers, Water Tanks, Propelers, etc. etc. respectfully offer their strikes, Propelers, etc. etc. many descent tanks, Propelers, etc. etc. many descent tanks, Propelers, etc. etc. respectfully offer their strikes, Browellers, etc. etc. many different sizes, are prepared to excluse orders with quick despatch. fiver description of pattern-miking made at the shortest notice. High and Low-pressure Fine, too and Erzes Castings of all sizes and kinds from and Erzes Castings of all obser work connected and the shove busines. — The establishment free of charge, and work guar-arted. — The miscribers have ample wharf-dock room for

anteed. The subscribers have ample wharf-dock room for repairs of boats, where they can lie in perfect safety and are provided with shears, blocks, falls, etc. Stc., for rataing heavy or light weights. JACOB C, NEAFIE, JOHN P, LEVY, 8 10 BEACH and PALMER Streets.

OPPOSITION TO MONO POLY-DAILY LINE FOR BALITI MORE, vis Chesapeake and Dela ware canal. The Beamers of this line are now plying regularly oetween this port and Baltimore, leaving the second what below Arch street daily at 2 o'clock P. M. cundays excepted. The Beamers of this line are now plying regularly other file. Treight handled with great care, delivered promptly, and forwarded to all points beyond the termines tree of commission. Tarticular attention paid to the transportation of all description of Merchandlee, Horses, Carriages etc. etc. The transport information apply to
 BEACH and PALMER Streets.

 J. VAUGHAN MERHICE,
 WILLIAM R. MERRICE JOHN E. COPE.

 SOUTHWARK
 FOUNDRY, FIFTH AND WARHINGTON Streets, PHILADELFHIA.

 MERRICK & SONS
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 ENGINEERS AND MACHINISTS, MERGINEERS AND MACHINISTS, Castings of all kinds, either iron or brass.
 Boilers, Gasometers, Tanks, Iron Boats, etc.

 Castings of all kinds, either iron or brass.
 Tron Frame Roofs for Gas Works, Workshops, and Ralicoad Stations, etc.

 Retorts and Gias Machinery, of the latest and most improved construction.
 Tool to the statest and most

improved construction. Every description of Piantation Machinery, and Every description of Mills. Vacuum Pans, Open Steam Trains, Defecators, Filters, Pumping Ex-

gines, etc. Sole Agents for N. Elilenz's Patent Sugar Bolling Apparatus, Nemnyth's Patent Steam Hammer, and Appinwall & Woolsey's Patent Centrifugal Sugar Draining Machine. 6301

BEIDESBURG MACHINE WORKS OFFICE No. 65 N. FRONT STREET, PHILADELPHIA. We are prepared to all orders to any extent for our well known

well-known MACHINERY FOR COTTON AND WOOLLEN MILLS, Including all recent improvements in Carding, Spin sting, and Weaving. We invite the attention of manufacturers to our ex-

tennive worsh, 13 ALFRED JENKS & SON.

T. STEWART BROWN. A P B.E. Corner of

FOURTH and CHESTNUT STR MANUFACTURER OF 100 TRUMER, VALIBES, BAGS, RETICULES, and ever description of Traveling Goods, TRUXES and BAGS Repaired.

The steamship TONA WANDA will leave for the above port on statrday. September 28, at 8 o'clock A. M. Frank and Statrday. September 28, at 8 o'clock A. M. From Pier 16 South Wharves. The steamship TONA WANDA will leave for the above port on statrday. September 28, at 8 o'clock A. M. from Pier 16 South Wharves. Through passage tickets sold, and freight taken for all points in connection with the Georgia Central Rall-road. WILLIAM L. JAMES, General Agent, CHAS, E. DILKES, Freight Agent, CHAS, E. DILKES, Freight Agent, M. S. Delaware syenne. Agents at Savannah, Hunter & Gammell. 41 THE PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COM-PANY'S REGULAR SEMI-MONTHLY LIFE, FOR WILMINGTON, N. C. The steamship PIONEER, siz tons, Captain J. Ben-nett, will leave for the above port on Thursday, October 3, at 8 o'clock A. M., from Pier 18 South Wharves.

October 3, at 8 0 clock an and reduced rates Wharves. 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, All No. 318 S. Delaware avenue.

HAVANA STEAMERS.

ILAVANA STEAMERS, SEMI-MONTHLY LINE, CARBYING THE UNITED STATES MAIL The Steamships HENDRICK HUDSON.......CAPTAIN HOWNE STARS AND STRIPES.......CAPTAIN HOWNE These Steamers will leave this port for Havana every other Tuesday at S.A. M. The Steamship HEV DRICK HUDSON, (Howse, Master), will sail for Havana on TUESDAY MORN. ING, October 1, at 8 o'clock, Passage to Havana, \$50 currency, No freight received after Saturday, For Freight or Passage apply to THOMAS WATTSON & SONS, 91 No. 140 N. DELLAWARE Avenu

PASSAGE TO AND FROM GREAT BRITAIN AND INFLAND BY STEAMSHIP AND SAILING PACKET, AT REDUCED RATES, DRAFTS AVAILABLE THROUGHOUT ENGLAND INCLAND, SCOTLAND, AND WALES, FOR DESTROYING AND WALES.

IRELAND, SCOTTA, INC. IN COLUMN TO SUPERIOR STREET, AND NO. 26 SOUTH Street, and No. 28 BROADWAY, 11 Or to THOS. T. SEARLE, No. 217 WALNUT

NI W EXPRESS LINE TO Alex I.a. Georgetown, and Washington, D. C., V. Chesapeake and Delaware Canal, with connections at Alexandria from the most direct route for Lynchoury, Bristol, Knoxville, Nashvilla Dalton, and the Southwest.

Steamers leave regularly from the first wharf above

Inrket street. Freight received daily. WM. P. CLYDE & CO., No. 14 North and South Wharves. J. B. DAVIDSON, Agent at Georgetown. M. ELDRIDGE & Co., Agents at Alexandris, Vir. 61

etc. etc. For further information apply to JOHN D. RUOFF, Agent, 5 16] No. 18 N. DELAWARE Avenue,

FOR NEW YORK, VIA DELA-ware and Karltan Canal. Express Steambost Company Steam Propellers leave Daily from first whart below Market street, Inrough 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, No. 14 South Wharves. J JAMES HAND, Agent.

FOR NEW YORK.-SWIFT-SURE Transportation Company De-spatch and Hwiffaure Lines, via Dela-ware and Haritan Canal, on and after the 15th of March, leaving daily at 12 M, and 5 P. M., connecting with all Northern and Eastern lines. The freight, which will be taken on accommodating terms apply to

PRIVY WELLS-OWNERS OF PROPERTY-The only place to get Privy Wells cleaned and disinfected at very low prices. A. PEYSON, Manufacturer of Pondretie, 5 101 GOLDSMITH'S HALL, LINEARY Screek

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WILLIAM M. BAIRD & CO., No. 133 S. DELAWARE Avenue.

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JAMES HAND, Agent, No. 104 Wall street, New York.

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STATE