FACETIÆ.

ANSWERS TO CORRESPONDENTS. ISAAC.—Your article on frogs is good, but not exactly in our line. Your idea that frogs grow more bob-tailed as they advance in years is admitted by the most distinguished naturalists. You are wrong, however, in attr buting the discovery of frogs to Christopher Columbus in 1429. Professor Pumpkin, in his "Pursuit of Nonsense under Difficulties," as erts that they migrated to this country When compelled by St. Patrick to skedaddle fr m Ireland, in the fifth century. Consult Pampkin.

ASTRONOMER.—The reason that cats climb to the roof is, that they want to lay hold of the Milky Way.

Medicus .- It was Abernethy who gave the prescription to which you allude. An Irishman called upon the doctor in haste, exclaiming:—"Be jabers, docther, me boy Tim has swall'd a mouse !" "Then, be jabers," said Abernethy, "tell your boy to swallow a cat."

Horace.-Your "Recollections of a Dizzy Life" is not quite up to the mark of the Northern Monthly. Try Bonner .- Northern Monthly. A VERSIFIED "JOURNEY OF LIFE,"

From London Fun. When a man travels the journey of life He gets a few rubs of the bustle and strife; And if he's in want of a guide-book, perchance

I can give him a sketch of the route at a glance:-

Mammy's lap-coral and pap-fussery, nussery-ory, ory. Heaps of toys-racket and noise-hummery, dummery-fie, fie !

Off to school-dull as a mule-fag away, drag away-slow, slow. Early love-coo like a dove-sighery, fieryglow, glow.

Choose a career-prospects queer-failery, wailery—gruff, gruff.
Lesson learnt, candle burnt—flickery, wickery-puff, puff.

Fussery, nussery, hummery, dummery, fag away, drag away, failery, wailery, flickery, wickery, laughing, chaffing, moaning, groaning, illery, pillery, doctor's billery, sad enough, mad enough, glad when you've had

When a man travels the journey of life He gets a few rabs in the bustle and strife; Gets, all his life, A few rubs in the bustle and strife

A Lively Scene in Court. The English Chief Justice of the Hong-Hong Supreme Court and the leader of the bar, Mr. Poliard, Q. C., do not get on well together. A case was recently broken off by the action of the Justice in requiring an apology from the bar-rister, which the latter would not give. Two days afterwards another "scene" took place, and the Chief Justice pronounced Mr. Pollard guilty of grave contempt of Court, fined him two bundred dollars, and suspended him from practice for a fortnight, or until the fine was paid. The Judge read his decision from a manuscript, occasionally interrupting the thread of his argument to remark upon the deport-ment of the offending counsel. Once Mr. Pol-lard smiled, on which the Chief Justice re marked, "This is very smusing, Mr. Pollard, but it is law." Shortly afterwards he suddenly exclaimed, "I am asionished at your staring, Mr. Pollard." "It was a stare of astonishment, my lord," remarked the learned counsel. "Stare on, Mr. Pollard," said the Chief Justice;

this is a subject for staring."

At another passage in his address the Judge paused, and, looking at the contumacious barrister, said emphatically, "Mr. Pollard, your eyes are opened very wide." "And with cause, my lord," replied Mr. Pollard. His lordship paragraphy and to have been guilty of pronounced Mr. Pollard to have been guitty of six contempts, which consisted briefly of one "pointed and curt answer," with an "apparent" Justice: two "tones and manners," with "inferences;" one "imputation, the converse of what had occurred;" one avowal of a desire not to be "aggressive;" and one "tone" "inferring" that Mr. Pollard had more respect for the benchi. e., for the wooden chair-than he had for its

At the conclusion of the Chief Justice's address, Mr. Pollard endeavored to speak, but Judge declined to hear him, and advised him to appeal to the Privy Council, or to bring the matter before the Benchers of the Jun of Court of which he was a member.

A Visit to the Artist Kaulbach.

Dr. Bellows writes from Munich to the Liberal Christian of New York:

"I had long had the greatest admiration for the genius of Kaulbach, as exhibited in his illustrations of German poetry, mythology, and history. To the penetrative intelligence and spirituality which mark German art he seemed to add a grace and elegance commonly wanting in it. His great affluence and facility have not made His great affluence and facility have not made him careless, and everything from his pencil is delicate, refined, and exquisite, without lacking dignity and force. He seems to possess a most tender appreciation of childhood and woman-hood, and no modern artist, to my eye, throws such grace and elegance about the human figure. It was like meeting an old friend to see the great artist in his studio. His manly form is robust and erect, the bloom of health is in his cheek. gentleness and power in his eye, case and grace in his manners, and all softened by seventy years of an existence which can have had few idle hours. He sat, as we entered, before his easel, at work upon the drawing of the loves of two characters in one of the very old German Min-nesingers. The youth and sentiment of the picture suggested the power which genius possesses of carrying its own youth with it into extremest age; and Kaulbach is really as young as ever in feeling and in the nature and hand-ling of his subjects. He showed us several of his more recent pictures, and especially one elegant portrait of a Copenhagen merchant, full of power and beauty. He talks with free-dom and charming insight about America, which interested him, as it does most Germans,

prolific source of artistic ideas and themes; but artistic eras come-they cannot be made. Women Emigrating to Australia. Miss Rye has just sent out from England another company of young women who are to set

who seem the only people capable of looking at countries with reference to the ideas they stand for, and their relations to human progress.

He bade us not to expect a period of art in

America until we had got further through with

the great and heroic period which gives art its inspiration and its subjects. He thought the late American war would in some future time be

tle in Australia. The arrangements for their voyage are described as follows:—
"The between-deck, two hundred feet long by thirty-eight feet broad, is devoted entirely to the single wemen, the majority of whom are going out to loin fraction. single wemen, the majority of whom are going out to join friends and relations already settled in Victoria. The sleeping berths he right and left of the ship's side, with long forms and movable tables running in parallel lines in front of the berth. The stern is fitted up as a large bathroom, accommodating twenty girls at a time, the matron taking her position in a little wooden house at the foot of the gangway. The cook-house is large and fitted up with every convenience; food, including bread, could be prepared easily for a thousand persons. Dr. Normanby's distilling apparatus was there, so that not only do the girls get an unumited supply of water, but the overflow is also collected and carried on to the deck to flush closets, and supply the tanks where the girls wash their and supply the tasks where the girls wash their clothes. We also noticed Dr. Edmond's ventilator; and it would be difficult for a ship to be more thoroughly furnished for the comfort and

safety of passengers." Miss Bye receives very favorable reports from her previous exportations. The rate of wages in the colonies continues high.

FIRE AND BURGLAR PROOF SAFES

LILLIE'S

CHILLED IRON SAFES. Though Scorched, Not Dead.

A FIRE-PROOF TEST TO BE MADE BETWEEN LILLIE'S CHILLED

EVANS & WATSON'S, WITH THE BOSTON

IRON SAFE

STEAM PATENT.

A Burglar-Proof Test Between Lillie's and all Competitors.

The Above Tests to be Made by Daylight, and to be Fair and Bona Fide.

whereas, Evans & Watson, Safe-makers, in the city of Philadelphia, did combine and conspire with a certain Boston company to cheat deceive, and humbug the people of this city and vicinity with a certain fixture which they propose to attach to Fire-proofs; and whereas, they did obtain the aid and countenance of certain officers and gentlemen connected with the Fair at Norristown (through deception, no doubt) to assist in said combination and conspiracy on the Fair ground by a sham burning of Safes which all safe-makers well understand.

Now, therefore, be it known that I, M. C. Sadler, of the city of Philadelphia, do offer and propose to burn one of Lillie's Chilled Iron Safes, with one of Evans & Watson's, having the Boston fixture attached, both to be of same size as burned on the Fair grounds, Lillie's Safe to be made with six-inch composition walls, on the principle he makes safes, and the Evans & Watson Saie to be six-inch composition walls, including the Boston attachment, and on the principle of their usual make.

The Safes to be burned at some convenient place in the city of Philadelphia, on the 22d of October next, wenter fair, or the first fair day thereafter.

Evans & Watson are hereby notified that they can make and have ready the Safe by that time the beat they can make, as abovespecified, and a disinterested committee shall be appointed equally by each party, and in the usual way.

Should Evans & Watson not respond in a reasonable time, then their Safe will be furnished by other parties.

A Burglar Proof test will be made at the same time. A Burglar Proof test will be made at the same time, or immediately after the Fire Proof test, upon one of Lillie's Burgiar Proof Safes as now made.

At this test any safe-maker, any professional safe-blower, or any of the best iron workers, will have the opportunity publicly to operate on the safe in any way practical for the burglar to operate. And any or all the safe-makers are requested to place any of their Burglar Proof Safes along side for a test on equal terms.

The above tests are to be made in the presence of the people, and the public will have every opportunity to see that the tests are fairly made, and to decide according to merit.

M. C.SADLER, Agent,

M. C. SADLER, Agent, No. 639 a RCH atreet.

Philadelphia, Sept. 26, 1867.

P. S.—The particular locality of the test will be antounced in due time. [9.28 stuth 101] M. C. S.

C. L. MAISER.

MANUFACTURER OF AND BURGLAR-PROOF SAFES, LOCKSMITH, BELL-HANGER, AND DEALER IN BUILDING HARDWARE,

NO. 484 BACE STREET. A LARGE ASSORTMENT OF FIRE A LARGE ASSURTMENT OF and Burgiar-proof SAFES on hand, with inside doors, Dwelling-house Safes, free from dampness, Prices low.

C. HASSENFORDER,

No. 422 VINE Street,

GROCERIES, ETC.

FRESH FRUITS, 1867.

PEACHES, PEARS, PINEAPPLES, PLUMS, APRICOTS, CHERRIES. BLACKBERRIES, QUINCES, ETC. PRESERVED AND FRESH, IN CANS AND

GLASS JARS, Put up for our particular trade, and for sale by the

dozen, or in smaller quantities, by MITCHELL & FLETCHER. 910 3m NO. 1204 CHESNUT STREET. SUPERIOR VINECARS.

> CUNTINE PRENCH WHITE WIND AND

PURE OLD CIDER VINEGARS,

JAMES B. WEBB, Corner WALNUT and EIGHTH SE.

WHITE PRESERVING BRANDY,

PURE CIDER AND WINE VINEGAR, GREEN GINGER, MUSTARD SEED, SPICES, ETC.

All the requisites for Preserving and Pickling pur ALLERT C. ROBERTS,

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AT REDUCED PRICES. [87 thatu CUTLERY. A fine assortment of POCKET and TABLE CUTLERY, RAZORS, RAZOR STROPS, LADIES' SCIS-SORS, PAPER AND TAILORS' 050 SHEARS, ETC. L V. HELMOLD'S

Cutlery Store, No. 135 South TENTH Street, Three doors above Walnut.

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CO'S AUTOMATIC GAS FEBRIN BEACHENES FOR PRIVATE RESIDENCES, MILLS, HOTELS, CHURCHES, ETC.,

FURNISHING FROM ONE TO SIX HUNDRED LIGHTS, AS MAY BE REQUIRED, This machine is guaranteed; does not get out or

order, and the time to manage it is about five minutes The simplicity of this apparatus, its entire freedom from danger, the cheapness and quality of the light over all others, have gained for it the favorable opinion of those acquainted with its merits. The names of those having used them for the last three years will

be given by calling at our OFFICE, NO. 165 SOUTH FOURTH STREET, Where the machines can be seen in operation.

FERRIS & CO., Box 491 P. O. Send for a Pamphlet. 7 Stuthesur

FINANCIAL.

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Dealers in all Government Securities.

OLD 5-20s WANTED

IN EXCHANGE FOR NEW?

A LIBERAL DIFFERENCE ALLOWED.

Compound Interest Notes Wanted, INTEREST ALLOWED ON DEPOSITS,

Collections made. Stocks bought and sold on Special business accommodations reserved for

NORTH MISSOURI RAILROAD

FIRST MORTGAGE

SEVEN PER CENT. BONDS

Having purchased \$600,000 of the FIRST MORT-GAGE COUPON BONDS OF THE NORTH MIS-SOURI RAILROAD COMPANY, BEARING SEVEN PER CENT INTEREST, having 30 years to run, we are now prepared to sell the same at the low rate o

85, And the accrued interestfrom this date, thus paying

the investor over 8 per cent. interest, which is paysble semi-annually. This Loan is secured by a First Mortgage upon the Company's Railrond, 171 miles already constructed and in running order, and 52 miles additional to be completed by the first of October next, extending from the city of St. Louis into Northern and Central Mis-Full particulars will be given on application to either of the undersigned.

E. W. CLARK & CO. JAY COOKE & CO. DREXEL & CO. P. S.—Parties holding other securities, and wishing o change them for this Loan, can do so at the marke

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7 3-10s,

ALL SERIES.

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Orders for Stocks and Gold executed in Philadelphia and New York.

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cash. Dividend in 1867, 40 per cent, E. B. COLTON, GENERAL AGENT,

N. E. CORNER SEVENTH AND CHESNUT. Agents and Solicitors wanted in all the cities and towns in Pennsylvania and Southern New Jer

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C. W. A. TRUMPLER HAS REMOVED HIS MUSIC STORE FROM SEVENTH AND CHESNUT STS.

No. 926 CHESNUT STREET PHILADELPHIA. 8 12 tfrp CRIFFITH & PAGE.

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PROPOSALS.

DROPOSALS FOR DREDGEBOAT. OFFICE U. S. ENGINEER AGENCY,

OFFICE U. S. ENGINEER AGENCY,
No. 7 BOWLING GREEN, New Yerk CITY,
September 19, 1867.

The undersigned hereby invites scaled 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 office, 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.

The Dredgeboat to be a double-ender, 160 cellong, 30 feet beam, and 22 feet high, measured from the boitom; 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 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 juave a strength con-

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

navigation.

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 entire construction and equipments ready for the sea and for work of the Dredgeboat, and her delivery at 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 for the same, and who have personally inspected the model and drawings of the Dredgeboat, or employed experts for the purpose of informing them of its character.

Bids to be indersed (on the envelope) "Propo-

Bids to be indorsed (on the envelope) "Proposals for Dredgeboat," and addressed to the undersigned 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 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 actually begun on both hull and machinery 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 31st day of March, 1868, and no unnecessary delay thereafter must occur in her delivery at the point designated.

delay thereafter must occur in her delivery at the point designated.

Psyments 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 officer or agent of the United States, all the trials and the trial trip having been had provided the

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 names of the sureties, with the certificate, to be submitted with the bid.

The bids and guarantees must be made out on 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. 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

GOVERNMENT SALES. ALE OF NAVY VESSELS.

BUREAU OF CONSTRUCTION AND REPAIR, WASHINGTON, D. C., Sept. 10, 1867. The Navy Department will offer at public nction the following named vessels:— THE UNITED STATES NAVY YARD, NEW YORK, ON TUESDAY, OCTOBER 1, AT 12 O'CLOCK M. The NORTH CAROLINA—2653 tons, a sailing

vessel, live oak, heavily copper fastened.
The RHODE ISLAND-1517 tons, side-wheel steamer.
The AUGUSTA—1810 tons, side-wheel steamer.
The MASSACHUSETTS—1155 tons, screw steamer.
The ESTRELLA-438 tons, iron side-wheel The DUMBARTON-636 tons, iron side-wheel

steamer. The TAHOMA-507 tons, serew gunboat. Together with the following side-wheel steamers of similar construction, all copper WYALUSING-974 tons.

WYALUSING—974 tons.
SONOMA—974 tons.
PONTIAC—974 tons.
OSCEOLA—974 tons.
PAWTUX ET—974 tons.
MATTABESETT—974 tons.
MASSASOIT—974 tons.
EUTA W—975 tons.
CONNEMAUGH—955 tons,
TIOGA—819 tons,

AT THE UNITED STATES NAVY YARD, PHILADELPHIA, ON THURSDAY, OCTOTOBER 3, AT 12 O'CLOCK M. The FLORIDA-1261 tons, side-wheel steamer. The HORNET-820 tons, iron side-wheel The BOXER-414 tons, iron side-wheel Together with the following side-wheel teamers, of similar construction, all copper

asteneo, viz:-METACOMET-974 tons.

METACOMET-974 tons.
SAESACUS-974 tons.
CHENANGO-974 tons.
MENDOTA-974 tons.
MINGO-974 tons.
MACKINAW-974 tons.
GENESEE-803 tons.
The Florida and Mackinaw can be examined at the Navy Yard, and the others at League Island.

AT THE U.S. NAVY YARD, BOSTON, MASS. ON SATURDAY, OCTOBER 5, AT 12 OCLOCK M. The BIENVILLE—1558 tons, side-wheel steamer.
The JOHN ADAMS-700 tons, sailing sloopof war, live-oak, copper-fastened.

The VINCENNES-700 tons, sailing sloop-of-war, live oak, copper fastened.

AT THE U.S. NAVY YARD, WASHINGTON, D. C., ON TUESDAY, OCTOBER S, AT 12 O'CLOCK M. The TALLAPOOSA-974 tons, side-wheel teamer. The CHICOPEE—974 tons, hull only. The PRESTON—Small steamer, hull only.

The PRESTON—Small steamer, bull only.

AT THE UNITED STATES NAVY YARD, NORFOLK, VA., ON THURSDAY, OCTOBER 10, AT 12 O'CLOCK M.

The AGAWAN—574 tons, side-wheel steamer. The TEXAS—captured Rebel ram.

These vessels and their inventories can be examined at any time, on application to the commandants of the respective Navy Yards.

Twenty per centum of the amount of the purchase money must be deposited the day of the sale, and the remainder must be paid and the vessel removed from the Navy Yard within two weeks from the day of sale.

9 12th stot.

PAPER HANGINGS, ETC. DAPER HANGINGS NEW ESTABLISHMENT.

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J. C. FINN & SONS flave opened with an extensive assortment of DECO-RATIVE and PLAIN WALL PAPERS, embracing 9 14 Hm

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And each aucceeding Saturday and Wednesday, at noon, from Pier No. 45. North liver.

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Passeggers also forwarded to Havre, Hamburg, Bremen, etc., at moderate rates.

Steerage passage from Liverpool or Queenstown, 140
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PHILADELPHIA AND SOUTHERN

MAIL STEAMSHIP COMPANY.

FOR CHARLESTON, S C. The steamship STAR OF THE UNION, Captain T. N. Cooksey, will sail for the above port on WED-NESDAY, October 7, at 8 o'clock A. M., and every wo weeks thereafter.

Freight taken for all points in connection with the South Carolina Rallroad. The Passenger accommodations of this steamer are of a superior character.

Freight now being received at Pier 18 South DEGA-WARE Avenue. WM, L. JAMES, General Agent, No. 314 South DELAWARE Avenue.

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

JUNIATA. 1215 tons, Captain P. F. Hoxie,
JUNIATA. 1215 tons, Captain J. T. Morse,
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 outh Wharves. The JUNIATA will leave New Orleans for this port October 5.
Through bills of lading signed for freight to Mobile Galveston, Natchez, Vicksburg, Alemphis, Nashville Cairo, St. Louis, Louisville, and Cincinnati.
Agents at New Orleans, Creevy, Nickerson & Co.
WILLIAM L. JAMES, General Agent,
CHAS. E. DILKES, Freight Agent,
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No. 314 S. Delaware avenue,

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AND NORFOLK STEAMSHIP LINE.
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THROUGH AIR LINE TO THE SOUTH
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THROUGH RECEIPTS TO NEWBERN,
Also all points in North and South Carolina, vis
Scaboard and Roanoke Railroad, and to Lynchburg
Va., Tennessee and the West, via Norfolk, Peters
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The regularity, safety, and cheapness of this route
commend it to the public as the most destrable
medium for carrying every description of freight.
No charge for commission, drayage, or any expense
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And charge all Committees and leave regularly from first wharf above Market street.

Freight received daily.

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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 MALL STEAMSHIP COMSOUTHERN MALL STEAMSHIP COMPANY'S REGULAR LINE
POR SAVANAM, GA.

TONAWANDA, 550 tons, Captain Wm. Jennings.
WYOMING, 850 tons, Captain Jacob Tesl.
The steamship WYOMING will leave for the
above port on Saturday, October 5, at 8 o'clock A
M., from 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.
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Agents at Savannah, Hunter & Gammell.

THE PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COM-PANY'S REGULAR SEMI-MONTHLY LIFE,
The steamship PIONEER. 812 tons, Captain J. Bennett, will leave for the above port on Thursday, October 3, at 8 o'clock A. M., from Pier 18 South Wingress. 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,

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No. 314 S. Delaware avenue. HAVANA STEAMERS. SEMI-MONTHLY LINE, CARRYING THE UNITED STATES MAIL,

PASSAGE TO AND FROM
EVITE GREAT BRITAIN AND IRELANT
BY STRAMSHIP AND SALLING PACKET.
AT REDUCE DEATES,
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NEW EX at HESS LINE To Alexandria, Geo., stown, and Washington. D. C., via Chesapeake and Delaware Canal the connections at Alexandria from the most directive for Lynchourg, British, Knoxville, Ngahvilis alten, and the Southwest.

Dalton, and the Southwest.

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The Steamers of this line are now plying regularly netween this port and Baltimore, leaving the second wharf below Arch street only 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 terminua free of commission.

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TO SHIP CAPTAINS AND OWNERS,

The undersigned having lessed the KEN.

BINGTON SCHEW DOCK, begs to inform his friends
and the patrons of the Dock that he is prepared with
increased accilities to accommodate those having vessels to be raised or repaired, and being a practical
ship-carpenter and cantker, will give personal attention to the vessels entrusted to him for repairs,
Captalmor Agents, Ship-Carpetters, and Machinists
having vessels to repair, are solicited to call.

Having the agency for the sale of "Wetterstedt's
Patent Metallic Composition" for Copper paint, for
the preservation of vessels bottoms, for this city, I am
prepared to furnish the same on reasonable terms.

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SALE OF 1800 CASES BOOTS, SHOES, BRO-GANS, ETC.
On Thursday Morning.
October 3, commencing at 10 o'clock, we will sell by catalogue, for cash, 1800 cases Boots, Shoes, Brogans, Balmorals, etc.
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SPECIAL AND PEREMPTORY SALE OF THE JOBBING STOCK OF MESSES, POLLOCK, CASSELBERRY & CO., By catalogue, on four months' credit, at 10 o'clock, without restrict.

On Wednesday, October 2.

Comprising in part:—
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LARGE POSITIVESALE OF BRITISH, FRENCH, GERMAN, AND DOMESTIC DRY GOODS. On four months' credit, On Thursday morning, October 3, at 10 o'clock, emeracing 1000 packages and lots of staple and fancy articles. LARGE POSITIVE SALE OF CARPETINGS, ETC.
October4, at 11 o'clock, on four months' credit,
about 200 pieces of lagrain, Venetian, list, hemp.
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LARGE PEREMPTORY SALE OF FRENCH AND OTHER EUROPEAN DRY GOODS, ETC.,
On Monday Morning,
October 7, at 10 o'clock, on four months' credit, 700 lots of French, India, German, and British Dry Goods,

M. S. FOURTH Street. NOS. 139 AND 140

Sale of 1844 N. Seventh street,
SUPERIOR HOUSEHOLD FURNITURE, HANDSOME ROSEWOOD PIANO, CARPETS, Etc.
On Wednesday Morning.
October 2, at 10 o'clock, at No. 1845 N. Seventh street,
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Large Sale Nos. 130 and 141 S. Fourth street.
HAND OME. WALNUT FURNITURE. PIANOFORTE, MIRBORS, ELES ANT VELVET, BRUSSELS, AND IMPERIAL CARPETS, CHANDELIERS, FINE FEATHER BEDS, FRENOH
CHINA, Etc., Etc.,
On Thursday Morning,
At 9 o'clock, at the auction rooms, a very extensive
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REAL ESTATE, STOCKS, AND SECURITIES AT
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Sales advertised daily in all the dally newspapers.

SALE ON MONDAY, Oct. 7, will include,
By order of Heirs-Three-story Brick Store
and four Brick Dwellings, S. E. corner of Twentyfourth and Caldwell streets, below Walnut.
No. 728 Lombard street, three-story Brick Dwelling,
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LARGE POSITIVE SALE OF AMERICAN AND IMPORTED DRY GOODS, LINEN AND HOSIERY GOODS, NOTIONS, ETC., by Catalogue, On Wednesday Morning.

Oct 2 commencing at 10 o'clock comprising a large assortment of new and desirable goods worthy of special attention. [9 28 34

THOMAS BIRCH & SON, AUCTIONEERS
AND COMMISSION MERCHANTS, No. 1110
CHESNUT Street; rear entrance No. 1107 Sansom

SALE OF RAILROAD PROPERTY AND FRANCHISES. Notice hereby given that by virtue of a decree the Supreme Court of Pennsylvania, we will expose

AT THE PHILADELPHIA EXCHANGE,

to sale at Public Auction,

In the City of Philadelphia, State of Pennsylvania 15TH DAY OF OCTOBER,

on the

15TH DAY OF OCTOBER,

A. D. 1857, at 12 o'clock, noon, of that day, all and singular the RAILEOADS AND BAILWAYS, LANDS, TRACKS, LINES, RAILS, CROSSTIES, CHAIRS, SPIKES, FROGS, SWITCHES, and other IRON, BRIDGES, WAYS and RIGHTS OF WAY, MATERIALS, HOUSES, ERICIDINGS, SHOPS, PIERS, WAYS, and RIGHTS OF WAY, MATERIALS, HOUSES, ERECTIONS, FENCES, WALLS, FIXTURES, DEPOTS, RIGHTS AND INTERESTS, and all and svery other property and estate, real, personal, and mixed, of, belonging or appertaining to the RENO OIL CREEK AND PITHOLE RAILWAY COMPANY, and all the corporate rights, franchises, and privileges of, or belonging to the Saix Company, together with all and singular the Locomotives and other Engines, Tenders, Cars, Machinery, Tools, Materials, and Implements, as well as materials for constructing, repairing, repairing, using and operating said Railroad and Railway. All of which said property is situate in Venango County, in the State of Pennsylvania, and being the same property, rights, privileges, and franchises which said Company, by indenture of mortgage, dated the 2sd day of May, A. D. 1866, and daily recorded in the office of the Recorder of Deeds of Venango County aforesaid, in Mortgage Book No. 2, page 546, etc., on the 4th day of June, A. D. 1858, granted and conveyed to the undersigned John S. Sauzade, priving, to secure certain bonds therein mentioned.

And which the said Company by indenture of mortgage, dated A prills, 1866, and daly recorded in the office of said Recorder of Peeds of Venango County, aforesaid, in Mortgage Book No. 2, page 546, etc., on the 4th day of June, A. D. 1858, granted and conveyed to Mortis K. Jessup, and the undersigned William J. Barr, in trust to secure certain debts therein mentioned. This sale will be made under, and in pursuance of a decree entered by the said Supreme Court, and the State of Pennsylvania, on the 3d day of July, A. D., 1877, in a cause pending in equity insaid court, upon a bill filed by the said John S. Sauzade, Trustee, against the anid Company, an

First. The mortgaged premises will be sold in one parce; and will be struck off to the highest and best bidder for cash.

Second. Five per cent. of the purchase money shall be paid to the undersigned at the time of the sale by the purchaser, and he must also sign the terms and conditions of sale, otherwise, the sale premises will be immediately resold.

Third. The balance of the purchase money shall be paid to the undersigned, at the Banking House of Drexel & Co., No. 34 S. Third street, Philadelphia, within thirty days from and after the day of sale. WILLIAM J. BARR, Trustee, JOHN S. SAUZADE, Trustee.

WITLER, WEAVER & CO. MANUFACTURERS OF Man Ila and Tarred Cordage, Cords Twines Etc. So. 23 North WATER Street, and No. 15 North DELAWARE Avenue,

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