#### EUROPE. LATER NEWS BY SPEAMER.

By an arrival at the open of New York yester day, we have European advices to the 221 ul. The Rituatistic Excitement

in England was unabated:—
The comic papers and the leading journals were very severe on Rev. Mr. Porchas, the Brighton ritualist. Fac architeacon and roral deans of Chichester forwarded a memorial to the primate and to the assume of the diocese, calling attention to the ritualistic excesses of the present day, and suggesting that, for their repression. rome "well-considered measures" might be taken. The archbishop of Cauterbury has recited that he is deeply sensible of the great dangers which arise from such practices. and that he is anxiously considering what ought to be done to repress them. The answer of the Bishop of Chichester is to the effect that the sentiments expressed in the address have his cordial sympathy.

The Quiet in Spain.

Matters in Spain were growing more quiet. There was a rumor that General Prim intended to accept the crown, but this is not generally credited. M. Emile Girardin was thinking of going to Madrid "to personally supervise the affairs of the State and aid the deliberations of the provisional government by his advice." action taken against the Jesuits has excited unfavorable comments in many English journals whose predilections are not in favor of the Order. A letter from Madeid, in the Constitutionne, save: - The liberal journals of this city are all at this moment deprived of their usual were on the point of suspending tueir publications for want of writers, all of whom or nearly all have been app inted to situations in the ministries. The Iberia has been able to persuade M. Sanguine til to renourse the post of Governor of Alicante, to which he had been named, in order to take upon himself the chief editorship of that journal."

The Manifesto

of the Provisional Government of Spain was issued in the form of a diolomatic circular, which is described as very lengthy. After explaining the cause of the overthrow of the late government, it says that the principle of popular sovereignty, now na aralized in Spain, is the principle of national life, and that that sovereignty will decree by i's representatives a complete system of liberves. The manifesto states that it is the desire of the Government to be on good terms with foreign powers, and that it hopes to obtain their moral support. If they do not follow the example of America it will not be discouraged, but will quietly pursue its task, having no foreign intervention to fear. It trusts, however, that the support will be accorded. The Gazette de France announces that the father of the King of Portugal has peremp torily declined to accept the crown of apain in his own name and that of his sons. A Defensive War.

The organ of the French agitation in Luxemburg, L'Acentr, which is said to be "inspired" by the French consul, declares that a "defensive war" is about to be entered into by France and Austria against Prussis. The causes of this war are to be "the violation of the treaty of Prague the Main, and in North Schleswig" and the "duties of France in regard to her power, safety, and territorial integrity." "If France allows a military State like Prussia," says L'Avenir, "to mintary State like Prassia," says L'Avenir, "to absorb South Germany, no matter for what means, her power will be forever lost. If France, with her open frontier, leaves in the hands of Prussia, Cologne, Coblemiz, and Mayence, and allows them besides to occupy Rastadt, her safety will be forever lost. If, finally, she allows the Germans to unite politically under the leader-bip of Prussia, her territorial integrity will accouer or later be menaced; for the day will come when Prussia, emboldened by her own success and the maction of France, confiding in her own power, and counting on French weakness and tear, will demand Alsace and Lorrame, and seize these provinces by main force. An equal danger threatens Austria. who, for her own sa'ety and protection, must stand by the side of France against Prussia. To the valunt legions of France and Austria will be joined the brave armies of the Scandinavian states, and it is to be experted that the young Italian army will also aspire to military glory under such banners." The Avenir concludes by quoting from the official Italian paper, Esercito, article stating that the Italian already provided with 100,000 Chassepots.

Rochefort's Duel. There was a inmor that M. Henri Rochefort had fought a duel in Brussels with Marfori. In accepting the chadenge, the editor of the Landerne is reported to have asked whether the weapon used would be a fish-hook. Another rumor states that Merfori has gone to Rome to

secure lodgings for the Queen. The Cardinal Bishop

of Vailadolid presented himself a few days back before the Spanish Revolutionary Junta of that city, and after having relterated his entire adhesion, expressed entire satisfaction at the maintenance of order and the manner in which that body performed its mission. He begged it not to execute its resolve re-pecting the sup-pression of the provincial college for ecclesiastical students and of the church bells; and he assigned reasons in support of his application, The "Jumpers."

Under the name of "Jumpers" a new sect has been formed in West Prussia. At their "Mar-riage with the Heavenly Bridegroom," as they call it, they fall into ecstages expressed by wild jumpings. The whole congregation rises at a certain moment in order to imitate David's dancing before the Atk. This new sect is chiefly recruited from a village near Saatzig, where some years ago a virgin commenced prophesying with great success, until the Government sent her to the workhouse.

# COLLAPSED.

A Theatre Comique Goes Up, and the Manager Refuses to Come Down. The Louisville Courier of Sunday morning

contains the following:The Theatre Comique terminated its brilliant career rather ingloriously last night. In short, this popular rendezvous of the gay and festive portion of the community collapsed in the very zenith of its splendor, leaving a large but not very appreciative audience to mourn its un-timely end and their irreparable loss. The particulars of the "smash-up" are about as

A few days ago, Mr. Manager Lea left for the interior of Indiana with the cream of the company, and intrusted whatever was left of Theatre Comique to a Mr. Davis, to run to the best of his knowledge and financial ability. The departure of Mr. Lea, and the bulk and baggage of the company, gave rise to sundry grave suspicions among those who had an insight to the green-room, and thenceforward the clouds lowered thick and fast on the doomed institution. Mr. Davis soon perceived that his was an awkward dilemma, and that the storm brewing was likely to burst before the week closed and wreck the entire craft.

In this frame of mind, it was not particularly strange that he sought courage and consolution to meet the impending disaster in the flowing bowl. For several days past Mr. Davis has stared tate in the face, and appeared quite indifferent to the culmination so near at hand. He seemed to care but very little whether "school kept or not," and last night the Theatre Comique opened with a bold front. The flaming posters announced a grand combination of new faces, with a famous Dutch comedian as the 'star' feature for the night's performance. As usual on Saturday pights, a large audience assembled, comprising nearly every class of the male sex, from public officers down to newsboys and shoeblacks. While they were esgerly awaiting the rise of the currain, a scene was being enacted at the trea-wren's office, down stairs, which was destined to involve an entire change

The members of the orchestra having observed the extent of the audience, and knowing that the treasury had thereby been replenished, quietly walked down to the clerk's office and femanded their salaries, refusing to sound an instrumental note upul it was forthcoming, The treasurer reluctantly forked over, and no sooner had they been satisfied than the bill-poster pre-ented his claim and sternly enforced

its immediate liquidation. Following these unexpected demands owner the company in force, all demanding "pay or no play." This was "too many" for Mr. Davis, and, taking his hat and money-box. "he vamored the ranch." The members of the company, fully comprehending the situation, went up to the "green and packing up their wardrobes deserted the building, leaving the audience to wait and wonder at the unusual delay in the rise of the

It anally leaked out that the company had abandoned the theatre, and the treasurer's office was vacant. The scene that followed this interesting discovers baffles all description. The heterogeneous mass poured out, and soon the ticket office was besteged with the deluded audience, some of whom demanded the immediate return of their money, while others took it in good part, and lest "wiser, it not bester men." The clamor was kept up in front of the building for nearly an hour, when some wag circulated a report that there was an opossum lunch at Schad's, when the crowd rushed pellmed to the sumptuous repast, only to be sold After the discomutted audience had dispersed, somebody put out the lights and closed the institution.

closed the institution.

Officer Bob Seay was called upon to ferret out the absconding treasurer, and in a very short time captured the unlucky Davis, who was making giant strides towards his hotel. He was conveyed to the jail, and Monday morning the second act will be played in the City Court, and all who were in attendance last night are expected to appear as supernumeraries. We might add that the assets of the treasurer will fall far short of the liabilities of the institu-

### TAMMANY HALL.

Its Transmogrification and Ultimate

Collapse. "Excelsior!" says the N. Y. Heraid, "the new Tammany Hall has gone up-up higher. The Phili-times, through the snares of lovely woman, have captured Samson again and carried him off, for his strength has again departed. Politi-cally the curistening and funeral orgies of the new Tammany were mixed up in the nomination of Keymour and Blair, when Vallandiguam and Wade Hampton were the officiating high priests in the temple. So we go. The old Tammany Hall was a Democratic bear garden up stairs, with a Democratic bar-room down stairs. So it was; but it has passed into a newspaper establishment, half Copperhead, half radical, with a touch of the speculative conservative. This is a great change; but New York in its building improvements is a city of great changes. Churches are converted into theatres, market houses, carriage houses, livery stables, billiard rooms, and clothing shops; and the most pre-tentious houses of the old Knickerbocker aristocracy are revamped into ticket offices, club houses and oyster saloons. The transmogrification, therefore, of the new Tammany from a Democratic conventicle to a Black Crook esta-blishment of the order of the London Alnambra is according to the fashion. Tammany drops her war whoop, her tomanawk, and her fighting attitude, and puts on the airs of a gay young adv and the graces of the Grecian bend. big Indian overhead weeps at the desecration, but the big Indian, in a new coat of paint, and with the pipe of peace in his mouth, will soon

come round and take it kindly.
"Secondly, in a financial view, it has been found out that the new Tammany, for the exclusive business of Democratic pow-wows, aidn't pay, wouldn't pay, and couldn't pay; but that, redeemed and regenerated as the New York Albamora, and devoted to the charms of female loveliness, gin sour and whisky straight, it would be a 'shent per shent' investment. And so it has gove over to the 'Devil's Auction,' and the fast young sports and butterflies of Gotham have displayed the Democratic old fogies and all their stapidities; and the Rebel yell, which on the last glorious Fourth' pro-claimed the return of the Sauthern Democracy to the Wigwam, will be heard within its walls no more. So fade away the glories of this world. But the illuminati of the Manhattan Club would have it so. Finding that the inauguration of their new Tammany under Seymour and Blair was a sell, they have resolved to sell the concern itself; and it is sold."

# THE INDIAN WAR.

Preparations for War-Recruits for the New Regiments. Late correspondence from Topeka, Kansas,

give thes tollowing details of preparations for warring against the Indians. In response to an order upon him for State troops, by General Sheridan, Governor Crawford has issued his proclamation, enumerating the crimes which had been perpetrated by the savages, publishing the letter of General Sheridan, and calling for the required number of volunteers. Recruiting offices were immediately established, and men entisted withingly and rapidly. In the organization and master of this regi-

ment into the United States service, the General commanding the department appointed Brevet Lieu enant-Colonel William T. Gentry, Captain Seventeenth United States Infantry and acting Judge Advocate General, Department of Missouri, to be mustering officer, to establish his office at this point, the place of rendezvous. Brevet Brigadier-General James M. Forsyth, Major Tenth United States Cavalry, Inspector General of the Department, is also here inspecting the horses and equipments forming part of the organization of the regiment.

Although but little over two weeks have clapsed since the date of the Governor's proclamation, there are now over 400 men in camp here, 150 recruits are telegraphed en route, and returns from the various recruiting establishments indicate that the entire quota of 1200 men will have been filled by the present week. Very nearly the full number of horses and equip ments for the regiment have arrived here. the course of two or three days the brst battalion will be mustered in as an organization. This will be followed by the others in four or five days after. Major-General Shert-day, accompanied by Brevet Lieutenant Colonel J. Schuyler Crosby and Brevet Lieutenant-Colonel A. J. McGonnigle, arrived here last evening on a sheeral train from Fore here last evening on a special train from Fort The General visited Governor Crawford, with whom he held a consultation in relation to the State regiment. The Governor telt confident that the regiment would be in the field by the first of the month. The larger portion of the men are young and hardy, and will doubtless make just the material to use in co-operation with the regulars in the rigors of a winter campaign. The General returned to Fort Hays this morning, very well satisfied with the progress already made, and will set the volunteers in motion as soon as practicable A week or two will probably be consumed in training the men to light cavalry evolutions. Although a large proportion of the entire number are old soldiers, some practice will be required to get them accustomed to their herses. As soon as this new body of men take the field, its numbers will make a valuable accession to the numerical strength of the military force of the department, and insure a corresponding amount of activity in fighting

A Notable Woman. M. Guizot occupies a column of the Paris Debats with an "In Memoriam" article on the late Countess Foy. This distinguished lady accompanied her husband throughout the Pennsular war, from the year 1808 to 1814, sharing in the dangers of the field of battle whenever woman's care and woman's expression of the second se woman's care and woman's sympathy could mitigate the sufferings of the wounded or soothe the last hours of the dying. On peace being restored to Europe the General devoted the energies of his powerful mind to the politics of his country, and died of the fatigue be went through during a prolonged debate in the Chambers. His widow retired from society, and gave herself up wholly to the education of her children, for whom she accepted the donation offered by the Government in acknowledgment of the General's services, although she refused her own share. The revolutionary party petitioned that her young sons should appear in the procession at General Lamarque's funeral. The Countess, although a Liberal, replied that at an age when they could form no judgment of their own she bad no right to compromise their future career. Her brilliant intellect, surprising memory, and perfect simplicity made her society a pleasure

and a privilege.

RAILROAD LINES. ORTH PENNSYLVANIA RAILROAD.—
THE MIDDLE ROUTE.—Shortest and most direct line to Bethlehem, Easton, Allentown, Manch Chunk, Harleton, white Haven, Wilkesbarre, Mahanoy City, Mount Carmel, Pittsbon, Scranson, Carbondale, and all the points in the Lehigh and Wyoming Coal Region.

Passenger Depot in Philadelphia, R. W. corner of BERKS and AMERICAN Streets.

ELNVEN DAILY TRAINS—On and after WEDNESDAY, July 20, 18c. Passenger Trains leave the New Depot, corner of BERKS and AMERICAN streets, daily (Fundays er capted), as follows:—
At 6.16 A. M.—Accommodation for fort Wathington. streets, daily (Sandays excepted), as follows:—
At 5'45 A. M.—Morning Express for Bethlehem and Principal Stations on North Pennsylvania kaliroad, nonnecting at Bethlehem with Lehigh Valley and Lehigh and Sucquehanna Railroads for Easton, Alientown, Catasaudnas, Slatington, Masch Chunk Weatherly, Jeaneaville, Hazieton, White Haven, Wilkesbarre Kingston, Pitteton, and all points in Lehigh and Wyoming Valleys; also in connection with Lehigh and Wyoming Valleys; also in connection with Lehigh and Mahanoy Railroad for Managoy City; and with Catawissa Railroad for Rupers, Danville Milton, and Williamsport. Arrive at Maden Onnak at 12'95 A. M.; at Wilkesbarre at 2' S. M.; at Mananov City at 2 P. M. Passengers by this train can take the Lehigh Valley Train, passing Bethlehem at 11'55 A. M. for Easton, and points on New Jersey Central Railroad to New York.

At 8'45 A. M.—Accommodation for Doylestown, stopping at all intermediate Stations, Passengers for Willow Grove, Hatooro' and Harisville, by this train take Stage at Oid York Road.

At 19'50 A. M.—Accommodation for Fort Washington, stopping at intermediate Stations.

At 1'50 P. M.—Lehigh Valley Express for Bethlehem, Allestown, Manch Chunk, White Haven, Wilkesbarre, Hazieton, Mahanoy City, Centralia, Shenandosh Mt. Carmel, Pittson and Scranton, and all points it Mahanoy and Wyoming Coal Rogions.

At 2'35 P. M.—Lehigh and Sasquenanna Express for Bethlehem, Easton, Altentown, Mauch Chunk, Wilkesbarre, and Scranton.

At 4'15 P. M.—Accommodation for Doylestown, stopping at all intermediate stations.

At 2'36 P. M.—Accommodation for Doylestown, Mopping at all intermediate stations.

At 2'36 P. M.—Accommodation for Doylestown, Mopping at all intermediate stations.

At 1'36 P. M.—Accommodation for Doylestown, Mopping at all intermediate stations.

At 1'36 P. M.—Accommodation for Fort Washing for Easton, Altentown Mauch Chunk.

At 1'30 P. M.—Accommodation for Fort Washing for Easton, Altentown Mauch Chunk.

At 1'30 P. M.—Accommodation for Fort Washing for Easton, Altentown M from Bethlehem at 200 and 1105 A. M., 200 and 8:30 P. M., and 2:00 P.M. Trains makes direct connection with Lehigh Valley and Lehigh and Susquehanna trains from Easton, Scranton, Wilkesbarre, Mauony City, and Hazleton.

Passengers leaving Wilkesbarre at 1:45 P. M. connect at Bethlehem at 6:05 P. M., and arrive in Philadelphia at 8:30 P. M.

From Doylestown at 8:25 A. M., 5:00 and 7:00 P. M.

From Fort Washington at 9:25, 10:45 A. M. and 1 P. M.

ON SUNDAYS.

P. M. ON SUNDAYS.

Philadelphia for Bethlehem at 9'80 A. M.

Philadelphia for Doylestown at 2'00 P. M.

Doylestown for Philadelphia at 7'00 A. M.

Bethlehem for Philadelphia at 4'30 P. M.

Fifth and Sixth Streets Passenger Cars convey pasengers 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. depot.
Tickets must be procured at the Ticket office, in order to secure the lowest rates of fare.

Tickets soid and Baggage checked through to principal points, at Mann's North Pennsylvania Baggage Express Office, No. 105 S. FIFTH Street. 1868 -FOR NEW YORK.-THE CAMDEN AND TRENTON RAILROAD COMPANY LINES, FROM PHILADELPHIA TO NEW YORK, AND WAY PLACES, FROM WALNUT STREET At 5 @ A. M., via Camden and Amboy Accommodation.

At S.A. M., via Camden and Jersey City Ex-At 2 P. M., via Camden and Amboy Express... 8'00 At 3 30 P. M., via Camden and Jersey City Ex-The 1 and 11-30 F. M. Lines leave from Market Street Ferry (upper side).

At 11 A. M., via Kensington and Jersey City, New York Express Line Fare \$3.

At 7 and 11 A. M., 2 30, 3 30, and 5 P. M. for Trenton and Bristol. And at 10 15 A. M. for Bristol.

At 7 and 11 A. M., 2 30, and 6 P. M. for Morrisville and Tollytown. A: 7 and 11 A. M., 2:80, and 5 P. M. for Morrisville and Toilytown.

At 7 and 10:18 A. M., 2:80, and 5 P. M. for Schencks and Eddington.

At 7 and 10:18 A. M., 2:80, 4, 5, and 6 P. M. for Cornwells, Torrisdale, Holmesburg, Tacony, Wisshooming, Bridesburg, and Frankford, and at 8 P. M. for Holmesburg and intermediate stations.

At \$25 A. M., 100 630, and 12 P. M. New York Exress Lines, via Jersey City, Fare \$25.
At 1 A. M., Emigrant Line, Fare, \$2.
At 1 A. M., Emigrant Line, Fare, \$2.
At 1 A. M. on Mondays only—New York Express
Line, Fare \$3.25.
The \$3.2 A. M. on Mondays only—New York Express
Line, Fare \$3.25.
Line, Fare \$3.25.
The \$3.2 A. M., and \$30 P. M. Lines will run daily,
all others, Sundays excepted.
At 19.30 A. M., 100 630, and 12 P. M. for Trenton,
At 19.30 A. M., 630 and 12 P. M. for Bristol.
At 12 P. M. (Night), for Morrisville, Tullytown,
Schenck's, Eddington, Corpwells, Torrisdale, Holmes
Jorg, Tacony, Wissinoming, Bridesburg, and Frank-

burg, Tacony, Wissinoming, Bridesburg, and Frank-

For lines is aving Kensington Depot take the cars on Third or Fifth streets, at Chenutstreet, 38 minutes before departure. The cars on Market atreet Rallway run direct to West Philadelphia Depot; Chenut and Walnut within one square. On Sundays the Market Walnut with the square at the \$ 30 A.M. and 6 30 P. M. lines.

BELVIDERE DELAWASE RAILROAD LINES, From Kennington Depot.

At 7:00 A. M. for Nisgara Fails, Buffaic, Dunkirk, Simira, Ithaca, Owego, Rochester, Binghamton, Ostego, Syracuse, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain, etc.

At 7:00 A. M. and 3:20 P. M. for Scranton, Strouds-Water Gap, Belvidere, Easton, Lambertville, hington, etc. The 230 P. M. Line connects direct the Train leaving Easton for Mauch Chank, ntown, Bethlehem, etc. At 5 P. M. for Lambertville and Intermediate Sta-

CAMDEM AND BURLINGTON CO., AND PEMBERTON AND HIGHTSTOWN RAILROADS,
From Market St. Ferry (upper side.)
At 7 and 10 A. M., 1, 33, and 530 P. M., for Merchataville, Moonestown Hartford, Masonville Hainston, Mount Holly, Smithville, Ewansville, Vincentown Birmingham, and Pemberton.
At 7 A. M., 1 and 330 P. M., for Lewistown, Wrightstown, Cockstown, New Egypt, Homerstown, Cream Ridge, Imiayatown, Sharon, and Highstown,
Beptember 14, 1868, September 14, 1868,

TIMORE RAILLOAD.

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TIMORE RAILLOAD.

THE TABLE,

commencing MONDAY, October 5, 1868, Trains will
have hepot corner of BROAD Street and WASHINCTON Avence as follows:

Way-Mail Train at 839 A. M. (Sundays excepted)
for Baitmore, stopping at all Regular Stations, connecting with Delaware Railroad at Wilmington for
Cristeld and Intermediate Stations.

Express Train at 1145 A.M. (Sundays excepted) for
Baitmore and Washington, stopping at Wilmington,
Perryville, and Havre-de-Grace, Connects at Wilnington with train for New Oastle.

Express Train at 400 P. M. (Sundays excepted) for
Baitmore and Washington, stopping at Chester,
Thurlow, Linewood, Claymont, Wilmington, Newport,
Stanton, Newark, Eleton, Northeast, Charlestown,
Perryville, Havre-de-Grace, Aberdeen, Perryman's,
Edgewood, Magnolia, Chasse's and Stammer's Run.
Night Express at 1130 P. M. (Daily) for Baitmore
and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Stewark, E.kton,
Northeast, Perryville and Havre-de-Grace,
Passengers for Fortress Monroe and Norfolk will
take the 11,43 A. M. Train.

Wilmington.

Stopping at all stations between Philadelphia and
Wilmington.

Stopping at all stations between Philadelphia and Wilmington
Leave Philadelphia at 11.00 A. M., 2.30, 5.00, and 7.42 P. M. The 5.00 P. M. Train connects with Delaware Bailroad for Harrington and inter mediate stations.
Leave Wilmington 7.00 and 5.10 A. M., 1.30, 4.15, and 7.30 P. M. The 8.10 A. M. Train will not stop between Chester and Philadelphia.
The 7.00 P. M., train from Wilmington runs daily, All other Accommodation trains Sundays excepted.
FROM BALITMORE TO PHILADELPHIA.
Leave Baitimore 7.25 A. M., Way-Mail; 9.35 A. M., Express: 7.25 P. M., Express.
SUNDAY TRAIN FROM BALITMORES.
Leaves Baitimore 3.7.25 P. M., Express.
Charlestown, North-East, Exton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.
Through tickets to all points West, South, and South west, may be procured at the Ticket Office. No. 837 CHESNUT Street, under the Continental Hotel, where, a.so, state-rooms and berths in sleeping cars can be secured during the day, Persons purchssing tickets at this office can have their baggage checked at their residence by the Union Transfer Company.

18 J. KENNEY, Superintendent.

H. F. KENKET, Superintendent.

H. AST FREIGHT LINE, VIA NORTH
PENNSYLVANIA RAILROAD, to Wilkesbarre, Mahanoy City, Mount Carmel, Centralia, and
all points on Lehigh Valley Railroad and its
branches.

branches.

By new arrangements, perfected this day, this road is enabled to give increased despatch to merchandise consigned to the above named points.

Goods delivered jat the Through Freight Depot,
S. E. corner of FRONT and NOBLE Streets,
Before S. F. M., will resolv wilkesbarre, flount Carmel,
Mahanoy City, and the other stations in Mahanoy and
Wyoming valleys before it A. M. of the succeeding day

[7 2] ELLIS CLARK, Agent.

RAILROAD LINES. RADING BAILROAD,—GREAT TRUNK
LINE from Philadelphia to the interior of
Fennsylvania, the Schoylkili, Sonquehanna, Cumberland, and Wyoming Valleys, the North, Northwest, and the Canadas, Summer Arrangement of
Passenger Trains, Monday, August 5, 1888, leaving the
Company's Depot, Thirteenth and Callowhill streets
Philadelphia, at the following hours:—
MORNING ACCOMMODATIONS.—At 780 A. M.
for Reading and all intermediate stations, and Allen
town. for Reading and all intermediate stations, and Alientown.

Betorning, leaves Reading at \$50 P. M., arriving in Philadelphia at \$15 P. M.

MORNING EXPRESS.—At \$15 A. M., for Reading Lebanon, Harrisburg, Pottaville, Pine Grove, Famaqua, Sunbury, Williamsport, Elmira Rochester, Niagara Fails, Buffalo, Wilkesparre, Pittston, York, Carlisie, Chambersburg, Hagerstown, etc.

The 7'30 train connects at Reading with the Rast Pennsylvania Raliroad trains for Alientown, 392, and the \$'15 A. M. connects with the Lebanon Valley train for Harrisburg, etc., at Port Clinton with Catawissa Raliroad trains for Williamsport, Lock Haven, Elmira, etc.; at Harrisburg with Northern Central, Cumberland Valley, and Schuyikill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc., AFTERNOON EXPRESS.—Leaves Philadelphia at \$30 P. M. for Reading, Pottaville, Harrisburg, etc., connecting with Reading and Columbia Raliroad trains for Columbia, etc.

POTTSTOWN A COOMMODATION.—Leaves Pottatown at \$45 A. M., stopping at Intermediate stations: arrives in Philadelphia at \$'05 A. M. Returning leaves Philadelphia at \$'30 P. M., arrives in Pottatown at 6'40 P. M., arrives in Pottatown at 6'40 P. M., READING ACCOMMODATION—Leaves Reading Philadelphia at 4 30 P, M.; arrives in Potatown at 6 40 P, M.

READING ACCOMMODATION—Leaves Reading at 7 30 A. M., stopping at all way stations; arrives in Philadelphia at 10 10 A. M.

Leturning, leaves Philadelphia at 5 15 P, M.; arrives in Reading at 8 05 P. M.

Trains for Philadelphia leave Harrisburg at 8 10 A.

M., and Pottsville at 8 45 A. M., arriving in Philadelphia at 1 P. M. Alternoon trains leave Harrisburg at 2 10 P, M., and Pottsville at 2 48 P, M.; arriving at Philadelphia at 6 55 P, M.

Harrisburg accommodation leaves Reading at 7 15 A. M., and Harrisburg at 4 10 P. M. Connecting at Reading with Alternoon Accommodation south at 6 30 P. M., arriving in Philadelphia at 9 18 P. M.

Market train, with a Passenger car attached, leaves Philadelphia, at 12 45 noon for Pottsville and all Way Stations; leave Pottsville at 7 A. M., for Philadelphia and all other Way Stations.

All the above trains run daily, Sundays excepted. Sunday trains leave rottsville at 8 30 A. M., and Philadelphia at 8 15 P. M.; teave Philadelphia for Reading at 8 80 A. M., returning from Heading at 4 52 P. M.; Leave Philadelphia for Reading at 8 80 A. M., returning from Heading at 4 52 P. M. P.M.
UHESTER VALLEY RAILROAD.—Passengers for Downingtown and intermediate points take the 730 A.M., 1248 and 430 P.M. trains from Philadelphia, returning from Downingtown at 630 A.M., 130, and 638 P.M. phia, reurning from Downingtown as used as phia, reurning from Downingtown as used as and \$45 P. M. PERKIOMEN RAILROAD,—Passengers for Skippack take 7:00 A. M. and 4:30 P. M. trains from Philadelphia, returning from Skippack at 5:10 A. M. and 1:25 P. M. Stage lines for various points in Perkiomen Valley connect with trains at Collegeville and Skippack.

Valley connect with trains at Collegeville and Skippack.

NEW YORK EXPRESS FOR PITTSBURG AND THE WENT.—Leaves New York at 9 A M., 5 00 and 5 00 P.E., passing Reading at 1 10 A M., 1 34 and 10 10 P. M., and connect at Harrisburg with Pennsylvania and Northern Central Faltroad Express Trains for Pittsburg, Chicago, Williams port, Emiras Battmore, etc.

Returning, Express Train leaves Harrisburg, on arrival of Penns, Ivania Express from Pitaburg, at 2:50 and 5 25 A. M., 935 P. M., passing Reading at 444 and 7 06 A. M., and II 40 P. M., arriving at New York, 10 710 and II 45 A. M., and 6 0 P. M. Sleeping Cars accompanying these trains through between Jersey City and Pitaburg, without change.

Mail train for New York leaves Harrisburg at 8 10 A. M., and 2 05 P. M. Mail train for Harrisburg leaves New York at 12 Noop.

SCHUYLKILL VALLEY RAHROAD,—Trains leave Pottsville at 6 45 11 36 A. M., and 6 40 P. M., returning from Tamaqua at 5 35 A. M., and 2 15 and 4 36 P. M. P. M.
SCHUYLKILL AND SUSQUEHANNA RAILROAD.—Trains leave Auburn at 7.55 A. M. for Pinegrove and Harriaburg, and at 12.15 P. M. for Pinegrove and Tremont; returning from Harriaburg at
5.50 P. M., and from Tremont at 7.50 A. M., and 5.25
P. M. TICKETS.-Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canadas.

Excursion Tickets from Philadelphia to Reading and intermediate stations, good for day only, are sold by Morning Accommodation, Market Train, Reading and Pottstown; Accommodation Trains, at reduced rates. Excursion Tickets to Philadelphia, good for day only, are sold at Reading and Intermediate stations by Reading and Pottstown Accommodation Trains at by Reading and Pottstown Accommodation Trains at reducedrates.

The following tickets are obtainable only at the Office of S. Branford, Tresaurer, No. 237 S. Fourth street, Philadelphia, or G. A. Nicolis, General Super-Intendent, Reading.

Communication Ticket at 25 per cent. discount, between any points desired, for families and firms, Mileage Tickets, good for 200 miles, between al points, at \$2.20 each, for families and firms, Season Tickets, for three, six, nine, or twelve months, for holders only, to all points at reduced rates. Cit ergymen residing on the line of the road will be firmlehed with cards, entiting themselves and wives to tickets at half are.

Excursion vickets from Philadelphia to principal stations, good for Saturdey, Sunday, and Monday, at reduced fars, to be had only at the Ticket Office, at Thirteenth and Callowhill streets.

FREIGHT.—Goods of all descriptions forwarded to all the above points from the Company's New Sreight Depot, Broad and Willow streets.

Freight Trains leave Philadelphia daily at 435 A. M., 1245 noon, 3°00, and 6° P. M., for Reading, Lebanon, Harrisborg, Potsville, Port Clinton, and all points beyond.

Maint close at the Philadelphia Post Company. of the reading on the line of the road will be

or the principal stations only at 218 P. M., and for the principal stations only at 218 P. M., and BAGGGE.—Dungan's Express will collect Baggage for all trains leaving Philadelphis Depot. Orders can be left at No. 25 s. Fourth street, or at the Depot, Thirteenth and Callowhill streets. 

laces on the road and his bran

WEST JERSEY RAILBOADS. FALL AND WINTER ARRANGEMENT.
From fool of MARKET Street (Upper Ferry).
Commencing WEDNESDAY, Septemoer 16, 1868.
TRAINS LEAVE AS FOLLOWS.
For Cape May and stations below Miliville, 345
P. M. P. M.
For Millville, Vineland, and intermediate stations 8·15 A. M., 8·15 P. M.
For Bridgeton, Salem, and way stations 8·15 A. M and 8·30 P. M.
For Woodbury at 8·15 A. M., 3·15, 3·80, and 6·00 P. M.
Freight train leaves Camden daily at 12 o'clock Freight received at second covered whasf below Walnut street, daily. Freight Delivered No. 228 South Delaware avenue, WILLIAM J. SEWELL,

REIGHT LINES FOR NEW YORK AND

RAIL POINT'S NORTH and EAST, and for all
stations on Camden and Amboy and Connecting
Railroads, from Wainut street wharf.
INCREASED DESPATOH.

Preight for all way points on the Camden and
Amboy, Freehold and Jamesburg, and Burlington
County Railroads, forwarded at 12 o'clock Noon.
For Trenton, Princeton, Kingston, Rocky Hill, and
all points on the New Jersey and Belviders Railroads, forwarded at 2½ P. M.
For New York, at 12, 2%, and 5 P. M.
A slip memorandum, specifying the marks and
numbers, shippers and consignees, must in every instance be seet with each lead of goods.

WAITER PREEMAN, Agent,
Fig. 22 S. Delaware a venue,
Finiadelphia.

RAILROAD LINES.

A

Through Freight Department. PHILADELPHIA, WILMINGTON, AND

M O

BALTIMORE RAILROAD. ON AND AFTER MONDAY, NOVEMBER 2.

Freight for BALTIMURE, WASHINGTON, RICH-MOND, NORFOLK, PORT-MOUTH, LYNCH-BURG, and all Points in VIRGINIA, TENNESSEE, ALABAMA MISSISSIPPI, GEORGIA, ARKAN-SAS, and NORTH AND SOUTH CAROLINA. VIA ANNAMESSIC LINE,

Virginia and Tennessee Air Line, Orange,

Alexandria, and Manasses Railroad, AND FIGHMOND & YORK RIVER RAILROAD, WILL BE RECEIVED AT THE NEW FREIGHT

DFPOT OF THE COMPANY, Corner Washington Avenue and Swanson

Street, Instead of BROAD and CHERRY Streets, as at present.

Freight loaded and despatched dally by rail lines to all Southern and Southwestern points. Cartmen will find a good driveway via Front and Washington streets.

JOHN S. WILSON,

General Through Freight Agent. THENESYLVANIA CENTRAL RAILROAD. FALL TIME, TAKING EFFECT SEPT. 18, 1868, The trains of the Pennsylvania Central Railres FALL TIME, TAKING ESPECT SEPT. 18, 1888.
The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and Mark ST Streets, which is reached directly by the Market Street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before in departure. The Cheanut and Wainut streets cars run within one square of the Depot.

On Sundays—The Market Street cars leave Front and Market streets thirty-five minutes before the departure of each train. and Market streets thirty-five minutes before the de-parture of each train.

Sies ping Car Tickets can be had on application at the Ticket office N. W. corner Ninth and Chesnut streets, and at the depot.

Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 90 Chesnut street, or No. 116 Market street, will receive attention.

receive attention. LEAVE DEPOT, VIZ:-Mail Trains LEAVE DEPOT, VIZ:

Mail Train 

Mail Train

daily, except Sanday.

The Western Accommodation Train runs daily, except sunday. For this train tickets must be procured and baggage delivered by 500 P. M., at No. 118 Market street.

TRAINS ARRIVE AT DEPOT, VIZ.—

TRAINS ARRIVE AT DEPOT, VIZ.—

146 A. M. Cincin Lat Express 1145 A.
Philadel his Express 10 A.
Paoli Accommodation ... ,8 20 A. M. , 3 40 and 7 10 P.
Erie Mail and Buffalo Express 7 10 A.

WEST CHESTER AND PHILADELPHIA WEST CHESTER AND PHILADELPHIA
RAIL OAD - WINTER ARRANGEMENT.
On and after MONDAY, October 5, 1868, Trains will
leave as follows:
Leave Philadelphia from the Depot, THIRTYFIRST and CHESNUT Streets, 745 A. M., 11 A. M.,
280 P. M., 415 P. M., 450 P. M., 515 and 118 P. M.
Leave West Chester for Philadelphia, from Depot
on East Market street, at 625 A. M., 745 A. M., 860 A.
M., 1045 A. M., 135 P. M., 450 P. M., and 666 P. M.
Trains leaving West Chester at 840 A. M., and leaving Philadelphia at 450 P. M., will stop as B. C. Junction and Media only, Passengers to or from station
between West Chester and B. C. Junction, going
hast, will take train leaving West Chester at 745
A. M., and going West will take the train leaving
Philadelphia at 450 P. M., and transfer at B. C. Junction.
The Depot in Philadelphia is resoluted discountered. highis close at the Philadelphia Post Office for all

The Depot in Philadelphia is reached directly by the Chesnut and Walout Street cars. Those of the Market Street line run within one square, The cars of both lines connect with each train upon its

Arrival.

ON SUNDAYS,

Leave Philadelphia at 839 A, Bt. and 200 P, M,

Leave West Chester at 755 A, M, and 400 P, M,

Trains leaving Philadelphia at 743 A, M, and 450
P, M, and leaving West Chester at 503 A, M, and 450
P, M, connect at B, C, Junction with Trains on P, &

D, B, for Oxford and intermediate points. B. C. R., for Oxford and intermediate points.
4 102 EENRY WOOD, General Sup't.

# PROPOSALS.

IMPROVEMENT OF THE DES MOINES

RAPIDE OF THE MISSISTEPT RIVER.

NOTICE TO CONTRACTORS.

UNITED STARKS ENGINEER'S OFFICE, }

Scaled Proposals, in duplicate, will be received at this office until 2 M. W.E.DANESDAY, of November 18. 1888, for completing the excavation of the Prism, and the construction of the embank ment vall of the canal for the improvement of the Des Moines Rapids of the Mississippi River.

The Canal is to be about 7½ miles along, extending from Nashville, lowa, to Keckus, Iowa. The width at the water surface inside of the Canal is to be from 300 to 400 feet in embankment, and 200 feet in encavation, and in low water to be five feet deep. All the material excavated from the Prism of the Canal to be used in building the embankment. The inter inreughout the Freater part of the distance, will be about 5.9 feet from the Iowa shore. Where rock excavation occurs the bottom of the Canal will have a slope 1½ inches to the mile. The ambankment to be built of earth, chay, and rock; the ten feet wide on the top, including the rio-rap covering and to be two feet above high water mark, with alones of 1½ case to 1 vertical on the outside, and \( \frac{1}{2} \) base to 1 vertical on the outside, and \( \frac{1}{2} \) base to 1 vertical on the outside, and \( \frac{1}{2} \) base to 1 vertical on the outside, and \( \frac{1}{2} \) base to 1 vertical on the bottom the outside, 2 feet on the inate, and 1 foot on the 10,.

A portion of the show has already been constructed—asy one ninth, the balance or so much there if as the remainder of the fluids appropriated—about \$200, 100—will pay for, is 10 be read.

All propositions must state the price at which each and every kind of work succlided in the proposal is to be done, and no bid will be considered that is not definite in this respect.

A printed copy of this advertisement must be attached to each proposal.

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

Each bid must contain a written or printed guarance, signed by two responsible persons.

Blanks

Lieutenant-Colonel 35th Infantry, Brevet Major-General U. S. A.

Oplicial:

L. COOPER OVERMAN, Captala Corps of Engineers.

FITLER. WEAVER & CO., MANUFACTURERS OF MANILLA AND TARRED CORDAGE, CORDS

TWINKS, ETC., No. 23 North WATER Street, and No. 22 North DELAWARE Avenue. PHILADELPHIA, EDWIN H. FITLES, MICHAEL, CONDAD F. CLO MILE, MICHAEL WEAVER.

A STATE OF

AUCTION SALES.

BUNTING, DURBOROW & CO., AUCTION-of Bank street, Successure to John B. Mjers & Co.

LARGE SALE OF CARPETINGS, 150 PIEOES
FLOOR OIL CLOTHS, EFO.,
OB Friday Morning,
November 6, at 11 o'clock, on four mouths' credit,
about 3:0 pletes of 'appetry, Brussess logram, Venetian, int, bemp, cottage, and rag carpetings: 1:6pieces oil ci-ths, etc.
LARGE SALE OF FRENCH, AND OTHER EUROPEAN DRY GOODS, ETO,
On Monday Morning,
Sov. 9, at 10 o'clock, on 4 months' credit,
BROCHE VIENNA SHAWLS.
Will be sold.
On Monday next.

November 2, by order of Mesers Oscar Proip & Co., a coll asser meet of Vienna brooms long and square shawls and scaris, open and filled centres. [11 8-35] SALE OF 2000 CASES 600TS, SHOES, TRAVEL-LING BAGS, E1C [11456] Nov. 10, at 10 o'clock, on four months' credit, M. THOMAS & SONS, NOS. 139 AND 141

STOCK OF L QUOR®.

On Fridey Morning.

Nov. 5, at 10 o'r lock, at No. 130 S. Third street, will be so'd the stock of liquors of James Jones, o'mprising Irish whisky, London Old Tom Gin, Port Wine, etc., in berreis, deniljohns, and buttes.

Also, three-years' lease of the office. Particulars at sale.

VALUABLE MEDICAL AND MISCELLANEOUS
BOOKS from Private Libraries, including early
Printed and illustrated W rks to line bindings.
Nov. 6, at 4 o clock. 1124t THOMAS BIRCH & SON, AUCTIONEERS OR ESNUT Street, rear cutrance No. 1107 Sameon and

Sale at No. 1110 Cheenut street.

Sufferior Household Fursiture. Fine Carpets, Plano Foutes, Mirrors, Silver-Fine Carpets, Plano Foutes, Mirrors, Silver-Flater Ware. Paintings, French China, Fine Guns Erc.

Commercies at 9 o'clo k, at the auction stove, No. 1110 Chesuut street will be sold a large assorament of superior nonsehold furniture, from families decitoing house keeping—comprising plano-fortes, by Chickerles, Schomscher, Hardman, and osners; suit of elegant parior iurniture. Covered with due silk, with Brussels carpets to match; rosewood parlor suits, in repair suits, in green reps; plush parlor suits; librers suits, in repaired, tapestly, and ingrain carpets; walout and oak silectoards; large library tookcase; extension dining tables; wardrobes; French china din.er set; bro zes; Farlan figures; French china din.er set; bro zes; silver-ulated ware, paintings, etc. Parian ngures; French plantings, etc.

FINE GUNS.—Also, an invoice of fine fowling

11 4 24

Eale at No. 1100 Spring Garden street.

STOCK AND INSTRUMENTS OF A PHOTOGRAPHIC GALLERY,
On Monday, Nov. 9.

Particulars in tuture advertisements.

Persons having pictures at the gailery are requested to have them removed previous to the sale 1122t

LIPPINCOTT, SON & CO., AUCTIONEERS

LARGE POSITIVE AND IMPORTANT SALE OF 1210 LOTS AMERICAN AND IMPORTED DRY GOODS, MILLINE BY GOODS HOSIERY GOODS, LADIES' AND MISSES' MERINO VESTS, NUTIONS, ETC.,

By Catalogue, on Four Menths' Credit.

On Thursday, Nov. 5, and Friday, Nov. 5,

Commencing each day at 10 o'clock, Included will be found a very large and dull assortment of new and desirable goods, for present and approaching sales, to which we invite the particular attention of city and country buyers.

Country buyers.
Particulars in future advertisements. [10 31 58

Particulars in future advertisements. [10 31 at POSITIVE SALE OF 500 LOTS NOTIONS, STOOK OF GOODS, ETC.—By Catalogue, On Friday Moreing,
Nov. 6, comprising a full assortment of desirable goods for present sales. It

FIRST SPECIAL SALE OF PARIS FANCY GOODS FOR HOLIDAY SALES, ON THURSDAY, NOVER BEER 12th.

FRENCH CLOCKS.

750 lots fine French Clocks, now landing, will be sold on Thursday, 12 instant.

Particulars in future advertisements, 115 65

MARTIN BROTHERS, AUCTIONEERS. No. 529 CHESNUT St., rear cutrance from Minor.

Importer's Peremptory Sale.

STOCK OF FINE GOLD AND SILVER WATCHES.

On Friday Morning.

At 16% o'clock, at the suction rooms, by order of the importer, without reserve, for cash, a very excellent assortment of fine Watches: included will be found—rine English and American movements, quarter seconds, appleton, Tracy & Co.; English levers, by Johnson, Beesely and others; laties fine watches in fine gold cases; pialu, frosted, enamelled and engine turned silver and other hunting case watches. Watches. Catalogues ready and the goods arranged for examination on he morning of sale,

SALE OF A MEDICAL AND MISCELLANEOUS LIBRARY.
On Friday Al ergoon,
November 6, at 4 o'clock, at the Auction Rooms, by catalogue, a valuable medical and miscellaneous library, including many scarce medical pamphiess, Open for examination on Thursday.

11 2 44

Peremptory Sale at the Bridgewater Machine Works, VERY VALUABLE MACHINE PROPERTY, 3
STEAM - ENGINES, BOILERS, SHAFFING,
STEAM AND GAS PIPE, 3 LARGE CRANES,
PATTERNS, LARGE FRAME BOILER-HOUSE,
TO

e.TC. On Thursday Morning.

19th instant, at 19 o'clock, at the Bridgewater Machine Works. Aramingo, Twenty-fith Ward, by order of the Exceutor and surviving partner of the late firm of Stanhope & Suplee, by catalogue, the very valuable Stock of Macquaery, including steamengine, twenty horse power, eight and five horse power steam-engines, boilers, snatting, steam gaspipe, 3 large cranes, patterns, tools shelving, etc.

FRAME BUILDING

Also a large frame boller-house, 55 feet by 85 feet, cupois, etc.

O. D. MCCLEES & CO. AUCTICNEERS

SALE OF 1700 CASES BOO'S, SHOES, BROGANS, BALMORALS, ETC.
Will be sold by catalogue, On Monday Moratng,
Nov. 2, at 10 o'clock, 1700 cases men's boys', and you'h, boots, shoes, brogans, balmoraus, etc.
Also, a large assortment of ladies', misses', and children's city made goods.
[11 5 35 CLABK & LVANS, AUCTIONEERS, NO. 63

CHESNUT Street. Will sell THIS DAY, Morning and Evening.
A large invoice of Blankets, Bed Spreads, Dry Goods,
Cloths, Catsimeres, Boslery, Stationery, Table and
Pocast Cutlery, No.lons, etc.
City and country merchants will find bargains. Goods packed free of charge,

ENGINES, MACHINERY, ETC.

PENN STEAM ENGINE AND PRACTICAL AND THEORETICAL ENGINEERS, MACHINISTS. BOILER WORKS.—NEAFIE & LEVY PRACTICAL AND THEORETICAL ENGINEERS, MACHINISTS. BOILER-MAKERS, BLACK. SMITHS, and FOUNDERS, having for many years been in successful operation, and been exclusively engaged in building and repairing Marine and River Engines, high and low-pressure, fron Boilers, Water Tanks, Propeliers 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 shortest notice. High and Low-pressure Fine Tabular and Cylinder Boilers, of the best Pennsylvania charcoal fron. Forgings of all sizes and kinds, from and Brass Castings of all descriptions. Roll Turning, Screw Cutting, and allother work connected with the above business.

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

The subscribers have ample wharf-dock room for 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. etc for raising heavy or light weights.

JACOB C. NEAFIE,
JOHN P. LEVY,
BEACH and PALMER Streets,

SIF BEACH and PALMER SCROOLS,
VAUGHN MEBRICK, WILLIAM H. MERRICK
JOHN E. COPE.
SOUTHWARK FOUNDRY, FIFTH AMI
WASHINGTON Streets,
MERRICK & SONS,
MERGINEERS AND MACHINISTS,
manufacture High and Low Pressure Steam Engines
for Land, River, and Marine Service,
Bellem, Gasometers, Tanks, Iron Boats, etc.
Castings of all kinds, either iron or brass,
Iron Frame Room for Gas Work, Workshops, and
Ballroad Stations, etc.
Reforts and Gas Machinery, of the latest and most
improved construction. improved construction.

Every description of Plantation Machinery, also sugar, Saw, and Grist Mills, Vacuum Pans, Oil Steam Trains, Defecators, Filters, Pumping, Engines, steam

gines, etc.

Bole Agents for N. Billenx's Patent Sugar Boiling
Apparatus, Nesmyth's Patent Steam Hammer, and
Aspinwall & Woolsey's Patent Centrifugal Sugar
Draining Machines. W I L I, I A M S. G R A N T.
COMMISSION MERCHANT,
No. 8 S. DELAWARE Avenue, Philadelphia,
Dupont's Gunpowder, Refined Nitre, Charcoal, Box
W. Baker & Co. 's Chocolate Occos, and Brome,
Crocker, Bros. & Co. 's Yellow Motal Sheathing)
Bolts and Nalle.