THE DAILY EVENING TELEGRAPH -PHILADELPHIA, WEDNESDAY, JULY 27, 1870

MEWS SUMMARY.

Deutestle Affairs. Gold closed yesterday at 121½.

Miners in the Mauch Chunk district are resuming work on the Lehigh Coal and Navi-

gation Company's terms. —During a recent engagement in the Hol-guin district 250 Cuban insurgents were killed et least so the Spaniards say.

-A military party sent after the Big Horn expedition to bring it back overtook it, but could not induce the explorers to return. -Admiral Radford, lately appointed to the command of our European squadron, has arrived at Flushing, Holland, in his flag-ship,

—A vessel supposed to be the yacht Cam-bria was passed by the French mail steamer on Monday night about two hundred miles

east of Sandy Hook. On the 14th instant fifty men of the 6th Cavalry had a five hours' fight with a party of 250 Indians near Fort Richardson, and were driven back some eight miles.

-The country in the vicinity of San Saba, Texas, is fairly occupied by Indians. Scores of families are leaving their homes, and in many instances are reduced to destitution.

—Governor Holden, of South Carolina, refuses to surrender to Chief Justice Pearson his prisoners in Alamance county, and it is said has ordered their trial by a military commission.

THE ASSEMBLY AT CAPE MAY.

THE STOCKTON HOUSE BALL LAST NIGHT-A MAGNIFICENT OVATION TO THE MARYLAND FIFTH-THE EVENT OF THE SEASON.

The ball to the Maryland 5th at the Stockton House last night was a brilliant affair, and passed off with great eclat. At 9 o'clock the regiment, escorted by the Reception Committee, entered the house, and immediately thereafter the invited guests and others followed. The hall was tastefully decorated with flags of all nations, the coats-ofarms of the various States being assigned proper and prominent places throughout the room. Previous to the regiment entering the hall, and while drawn up in line, a fine dis-play of fireworks was had. Dodworth's Band, increased to thirty performers, furnished the dancing music, while that for the promenade was furnished by the band of the regiment.

The scene in the ball-room as the glittering throng moved through the graceful figures of the quadrille, or whirled and twisted in the mazes of the waltz, was exceeding picturesque and inspiring. The toilets of the ladies were remarkably fine and elaborate, and were distinguished by that modesty and good taste that have characterized all the balls given here during the present season. The officers and men of the 5th were in full dress uniform, and threw themselves into the festivities with an abandon that manifested

*incere feeling and earnest enjoyment. Numerous officers of the army and of Philadelphia regiments were present in full uniform, among whom were noticeable Generals Van Vleit, Sewall, Bingham, Bier and Carr, and Colonels Sellers, with several line officers of the 4th, Leo, and Moore. Hon. Reverdy Johnson, W. Prescott Smith, Hon. Thomas Swann, Hon. N. G. Penniman, Hon. Samuel J. Randall, Senator Ramsey, of Minnesota, Hon. Morton McMichael, Judge Yorke, W. E. Lehman, Samuel R. Phillips, S. Gross Fry, and numerous other prominent gentlemen were also present. The programmes were exceedingly elegant and novel, and were brought from Baltimore.

During the evening a banquet was served in the breakfast room for the officers of the 5th, and the special invited guests. The entire affair was under the immediate charge of Colonel Herbert and several of his officers. Mr. Duffy, of the Stockton, was indefatigable in his endeavors to render everything successful, and succeeded to the entire satisfaction of every one present. The greatest attention was paid to every detail, and nothing that could suggest itself to Mr. Duffy was left undone. Dedworth also deserves special notice for the very excellent

music furnished. The ball was a most gratifying success in every particular, and the numerous visitors from Baltimore were filled with delight. The numerous pretty ladies present were a subject of general remark among the gentlemen. Many of these were from Baltimore. The occasion was one of the most enjoyable ever experienced at Cape May, and in gran-deur far excelled that of the New York 7th.

Each of the ladies present was presented by Mr. Duffy with a small bouquet of fragrant flowers during the evening. The hall decorations were by W. F. Scheible, of Philadelphia.

THE WAR.

THIS MORNING'S DESPATCHES. FREPARATIONS FOR THE SIEGE OF COLOGNE-

THE EMPEROR'S ADDRESS TO THE NAVY-THE FRENCH-PRUSSIAN SECRET TREATY.

Panis, July 26.—La Liberte announces that the Journal Officiel will publish to-morrow the corresponpence between the French and Italian Governments, in which the first steps were taken for the solution of the question of the occupation of Rome. Liberte promises that the document will create a sensation, and will show that the Italian Government has not even asked for the withdrawal of the French troops, but France has taken the initiative to that end. La Liberte reports that the Empress has

said "that the only end the war can have is victory for France.

The Journal Officiel publishes a despatch from the Duke de Gramont, addressed to the diplomatic representatives of France, refuting the statements made by Baron von Werther, that no mention had been made of the candidature of Prince Leopold previous to the late offer of Prim. Gramont appends a latter from Count Benedetti, dated March 31, 1869, stating that he had been assured by the Cabinet of Berlin that there was nothing serious in the report that it was possible that an offer of the throne of Spain might be made to Hohenzollern.

The Monitour du Soir says it learns from a good source that Prince Leopold of Hohenzollern and his father are in bad odor at Berlin, on account of their renunciation of the Spanish throne, and adds that Bismarck had reproached them for their precipitate action, which enabled Spain to keep clear of the quarrel, and permitted France to place more troops on the Rhine, as there is no need for her to watch Spain. The same paper notices editorially the treaty proposed in 1866, and says it never had the adhesion of the Emperor. The Moniteur du Soir adds that such a

project did exist, but it was proposed by Prussis and not by France. The Empress while at Cherbourg read to the sailors of the fleet an address from the Emperor, which says:-"Though not among yeu, my thoughts follow you to those seas where your valor will be displayed. The French navy has a glorious history. You French navy has a glorious history. You double principality before he hastened to rewill be worthy of its past. When in front of the enemy remember that France is with you its Gothic fortificatious, and to cause to be

and calls the protection of Heaven upon your arms. While you fight on sea, your brethren fight on land for the same cause. Go and show with pride the national standard, and when they see it the enemy will know that it unfolds the honor and genius of France." After the delivery of the above address,

the Empress was overcome with emotion. The effect of her visit to the fleet is said to LONDON, July 26 .- The Pall Mall Gazette, now that the real designs of the French Emperor are revealed, counsels England to make

every preparation for war. Persons residing near the fortifications of Paris have been notified to quit their houses, as the space is required for the play of ar-

The French force at Thionville and Moselle is estimated at 80,000 men. The Imperial Guard is at Nancy.

The early evacuation of Rome by the French troops is almost certain. France takes this method of securing the friendship and alliance of Italy.

The French report another cavalry skirmish near Metz, and claim that the Prussians were beaten and lost three officers.

A despatch from Paris assumes that the Emperor leaves to-night for the front. The environs of Cologne have been cleared of the inhabitants and buildings, and the hills will be levelled, in preparation for a siege. The French Government exempts coal from the list of articles contraband of war. A further advance in the rate of discount at the Bank of France is expected.

A special despatch from Strasbourg, received to-day, says: - "The elite of the French army is now concentrated at Strasbourg and Belfort. The Algerian forces, consisting of Zouaves and Turcos, and filling eighteen railway trains, reached Strasbourg on the 24th, and to-day took up position at Belfort, close to the Baden line. Sixteen squadrons of Chasseurs d'Afrique arrived to-day, via Lyons.

Despatches received from Thionville, Sierck, St. Arold, Metz and Bitche, state that the army has commenced to move to the fron-The Imperial Guard has already started, and it is now regarded as certain that the Emperor designs closing in on the Prussians between Thionville and Weissenbourg, throwing the army under McMahon on the German side of the Rhine. This army is composed of three corps, commanded by Generals Failly, Douay and McMahon. A force of 8000 marines, in command of General de Vassaigne, accompany the Baltic fleet, and an attack is to be made on Stralsund, immediately north of Berlin. France denies the authenticity of the secret treaty said to

have been offered to Prussia. Grafe, the eminent German oculist, is dead In the House of Commons to-night, Mr. Gladstone, in reply to a question of Mr. Torrens, said negotiations for the settlement of the Alabama claims stood where they did a year and a half ago, the United States having declined the offer made by England. The next advance was due from the American Govern-

Earl Granville, in the House of Lords tonight, again referred to the draft of a secret treaty alleged to have been proposed by France to Prussia, and said he had an interview this afternoon with the French Ambassador, who told him that the treaty originated with Bismarck: that it never had a serious basis, and was rejected by both parties. The ambassador protested that France was actually desirous of maintaining peace with Belgium,

England, and Holland. Mr. Gladstone informed the House of Commons that advices from Berlin, settling the authenticity of the Times' information regarding the alleged treaty, were hourly expected. The British Minister at Berlin had telegraphed that the despatch containing the original propositions of Napoleon embodied in the treaty existed in Count Benedetti's own hand-

writing. Mr. Otway, Under Foreign Secretary, declined, when asked, to make any communication or express an opinion of the proposal made by Napoleon to annex Holland.

THE HOUSE OF HOHENZOLLERN.

ITS ORIGIN AND PROGRESS-A LONG HISTORY IN BRIEF. From L'Opinion Nationale, July 13. The House of Hohenzollern, which to-day makes so much noise in Europe, and menaces all nations by its ambitious projects, is of Suabian origin. In leaving the town of Hechingen, watered by a tributary of the Neckar, the traveller who directs his steps southward toward Berlingen sees rising on his left a conical-shaped kill, on the summit of which is situated a castle of feudal proportions. That is the cradle of the house of Zollern, called Hohen or high Zollern, on account of the elevation of the ancient manor. This castle, which gave its name to the royal house of Prussia, was built about the year 980 A. D. The petty nobles to whom it served as a residence lived for a long time in obscurity, and became divided into three branches, that of Franconia, whence has issued the royal house of Prussia, and those of Hechingen and Sigmaringen who remained stationary. The two latter have played but an insignificant role in history, but the line of Franconia learned early to appreciate the value of money, and Frederick VI, afterward Frederick I, conceived the happy idea of lending 100,000 florins to the Emperor Sigismund. That 100,000 florins was the origin of his greatness. Sigismund, being unable to repay them, yielded as collateral security to his creditor the Margravate of Brandenburg, till he should be able to discharge the debt. Frederick found some trouble in installing himself in the Marches, for the nobles of the district did not feel disposed to submit to this hypothetical superior. The Kitgows, the Bismarcks, and others revolted, and at first came off conquerors. But Frederick was a man of ability. He learned that the Margrave of Thuringis was the possessor of a new weapon of war of marvellous power, called a cannon. He brought this to bear upon his adversaries, and, thanks to the cannon, terminated the struggle to his own advantage. Thus was Prussia born by the power of gold and cannon-balls. * Despoiled of their possessions in consequence of the wars of Napoleon, the little princedoms of Hechingen and Sigmaringen lost their royal dignity, but having given their adhesion to the Confederation of the Rhine, they were reconstituted by Napoleon I, a proceeding which did not prevent them from turning against him in 1814. Having but scanty revenues and abundant debts, Hechingen and Sigmaringen decided upon resigning, in 1848, all their rights in favor of the King of Prussia, who, by a treaty concluded in 1850, agreed to pay the

former branch an annual sum

10,000 thalers, and the latter of 25,000 thalers. He felt his honor con-

cerned in the possession of this little territory, containing 74,000 inhabitants, which gave him, besides, a footing in South Germany. Scarcely was he invested with his

inscribed in letters of gold and azure, above the entrance door, this inscription:— "Zollern, Nuremberg. Brandenburg united, built this castle in 1459. The strong hand of Prussia raised me up. I am called the door of the Eagle— 1851."

Above this proud gateway of the Eagle his Prussian Majesty caused a figure in relief to be erected, representing a fully-armed knight, with this motto:—"Vom Fels zum Meer" from the rock to the sea; that is to say, from Zollern to the Baltie; from Zollern to Trieste, on the Adriatic, being understood.

MADYNE METECDADE

| | MARINE TELEGRAPH. |
|------------|---|
| | For additional Marine News see First Page. |
| AI | MANAC FOR PHILADELPHIA-THIS DAY. |
| BUN BUN | RIBES 4-51 MOON RIBES 3-5 SETS 7-21 HIGH WATER 1-0 |
| | PHILADELPHIA BOARD OF TRADE. |
| TI | HOMAS G. HOOD, |

| | THOMAS C. HAND, | н |
|---|--|-----------|
| 1 | MOVEMENTS OF OCEAN STEAMSHIPS. FOR AMERICA. | |
| g | City of Dublin LiverpoolNew YorkJuly PalmyraLiverpoolNew YorkJuly | 1 |
| N | DorianGlasgowNew YorkJuly Cuba Liverpool. New YorkJuly | 1 |
| ١ | Cimbria Havre New York July Ville de Paris Brest New York eury | 1 |
| | AustraliaGlasgowNew YorkJuly FOR EUROPE. | 1 |
| Ř | Wisconsin New York Liverpool July Scotia New York Liverpool July | 2 2 |
| | DaclanNew YorkGlasgow July CalabriaNew YorkLiverpoolJuly | 2 |
| | ParanaNew YorkLondonJuly FranceNew YorkLiverpoolJuly | 200000000 |
| | Many Mante Classical Late | - 0 |

France New York Liverpool July
Anglia. New York Glasgow July
C. of Paris. New York Liverpool July
Manhattan. New York Liverpool. Aug.
Ville de Paris New York Liverpool. Aug.
C. of London. New York Liverpool. Aug.
Italy. New York Liverpool. Aug.
Australia. New York Glasgow. Aug.
Etna. New York Glasgow. Aug.
Etna. New York Liverpool. Aug.
COASTWISE, DOMESTIC, ETC.
Missouri. New York Havana July
Prometheus. Philadelphia. Charleston. July
Wyoming Philadelphia. Savannah July
Cuba. Baltimore N.Orls, via K.W. Aug.
Pioneer. Philadelphia. Wilm'gton, N.C. Aug.
Yazoo. Philadelphia. New Orleans. Aug. Yazoo......Philadelphia. New Orleans... Aug. 18
Mails are forwarded by every steamer in the regular lines. The steamers for or from Liverpool call at Queenstown, except the Canadian line, which call at Londonderry. The steamers for or from the Continent call at Southampton.

CLEARED YESTERDAY.

Steamship Fanita, Freeman, New York, John F. Ohl.
Steamer J. S. Shriver, Webb, Baltimore, A.Groves, Jr.
St'r Mars, Grumley, New York, W. M. Baird & Co.
Bilg John Welsh, Jr., Vanselow, Sagua, S & W.
Welsh.

Schr. L. S. Shinder, Lee Boston, L. Audenried & Co.

Weish.
Schr J. S. Shindler, Lee, Boston, L. Audenried & Co.
Schr M. J. Fisher, Lawrence, Lynn, do.
Schr S. R. Jameson, Jameson, Boston, do.
Schr R. C. Thomas, Crockett, Boston, do.
Schr Stephen Morris, Wells, Boston, do. Schr A. H. Cain, Simpson, Rockport, Schr Elizabeth McGee, Watts, Boston, ARRIVED YESTERDAY.

Steamship Tonawanda, Barrett, 70 hours from Savannah, with cotton, rice, etc., to Philadelphia and Southern Mail Steamship Co. Passengers—N. W. Pulsifer, O. W. Whitaker, Mrs. Davis, Mrs. T. W. Scull & son, Mrs. J. McDonough, Miss E. J. Kellev, M. S. Meyer, P. Spillman, J. F. Gregg, W. A. Geary, J. B. Hughes and wife, Miss Sallie Stubbs, Miss E. Toney, Miss James, S. Stevenson, J. Stevenson, R. W. Wallace, Miss Eliza A. Pollard, Miss Elizabeth Pollard. Pollard,
Steamship Roman, Baker, 48 hours from Boston,
with indee. to Henry Winsor & Co. Passengers—
Mr. W. Emmons, Mr. W. D. Seegar, Mr. N. J. Bradley and wife, Mr. Haven, Mr. Allen, Mr. R. Ridler,
Mr. G. F. Faxon, Mr. T. E. Meivill, Mr. G. Heacock,
Messrs. W. C. and C. L. Hamilton, Mr. W. S. Delany,
Mr. W. J. Gilmore, Mr. B. Chadwick, Mr. C. K.
Field, Mr. W. B. Wood, Mr. C. S. Lewis, Washington
Warren, Misses Warren and Comerly, Mr. T. Mathison, Mr. W. Pitman, Mr. Orne, Miss Howard, Mr.
T. E. Harris and wife, Mr. R. Shoemaker and wife,
Mr. G. J. Nichols, Mr. P. Connor, Mr. J. McDonald,
Mr. W. Young, Outside the Capes saw a bark coming Mr. W. Young. Outside the Capes saw a bark coming in; off Fourteen Feet Bank an unknown brig, bound in; off Fourteen Feet Bank an unknown orig, bound up; above the Buoy on the Middle, bark Larissa, fm Clenfuegos, and brig Mattano, from do.

Steamer Anthracite, Green, 24 hours from New York, with mdse, to W. M. Balrd & Co.

Scar P. R. Wallace, Ward, 5 days from James river, Va., with lumber to Collins & Co. Schr J. M. Broomall, Douglass, from Bath, Me., with ice to Knickerbocker Ice Co. Sehr Mary Jane, Waters, 4 days from Pocomoke River, Md., with lumber to Collins & Co. Schr Diamond State, Cooper, 6 days from Norfolk, Va., with lumber and shingles to W. A. Levering. Schr Southerner, Hearn, 6 days from Pocomoke river, Md., with lumber to Collins & Co.

AT QUARANTINE. Barks Almoner, from Sagua, Annie Augusta, from Guantanamo; and Sam Sheppard, from Cienfuegos, Also, schr James M. Flanagan, from Cienfuegos.

Correspondence of The Evening Telegraph.

EASTON & McMAHON'S BULLETIN.

NEW YORK OFFICE, July 26.—Three barges leave in tow to-night, for Baltimore, light.

Tereeno, with wheat, for Wilmington. Joslin, with marble, for Philadelphia.

Baltimore Branch Office, July 26.—The follow-

ng barges leave in tow to-night, eastward:— F. E. Greenman, E. C. Potter, John Hawkins, G. Satterlee, James Hand, and Hope, all with coal, or New York.
PHILADELPHIA BRANCH OFFICE, July 27. — The Hennessy, with phosphate, for Baltimore, leaves N. Bottsford, with coal, for Baltimore, and Michigan, with wheat, for N. York, left yesterday. L.S.C.

MEMORANDA.
Ship Gold Hunter, Freeman, from Liverpool for Philadelphia, was spoken 24th inst. off Fire Island.
Ship Tonawanda, Turley, for Philadelphia, sailed from Liverpool 13th inst. Ship Waterloo, Patterson, for Philadelphia, entered out at London 14th inst.

Steamer Pioneer, for Philadelphia, cleared at Wilmington, N. C., Jesterday.

Steamer J. W. Everman, Hinckley, hence, arrived at Charleston vesterday. at Charleston yesterday. Steamer Wyoming, Teal, hence, at Savannah yesterday. Steamer Norman, Nickerson, hence, at Boston 25th

instant. Steamer Leopard, Hughes, hence, at Newburyport 23d inst., and left for Amesbury Point.
Steamer Centipede, Doughty, for Philadelphia, cleared at Boston 23d inst. Steamer Centipede, Doughty, for Philadelphia, cleared at Boston 23d inst.

Steamer Dorian, Young, sailed from Glasgow 13th inst. for New York.

Steamer Cuba, Dukehart, from New Orleans via Havana and Key West, at Baltimore 20th inst.

Steamer George Washington, Gager, at New Orleans 24th inst. from New York.

Steamer George Cromwell, Clapp, sailed from New Orleans 22d inst. for New York.

Steamer Cortes, Nelzon, sailed from New Orleans 24th inst. for New York.

Bark Thusnolde, Virsatz, for Philadelphia, entered out at Newcastle 5th inst.

Bark Chancellor, Coffin, at Gibraltar 5th inst. from Leghorn, and cleared for Philadelphia.

Bark Columbia, Foss, hence, at Helvoet 11th inst.

Bark Carl August, Siewertz, for Philadelphia, cl'd at Liverpool 12th inst.

Bark Soridderen, Pederson, for Philadelphia, entered out at Liverpool 13th inst.

Bark Alice Woods, Doherty, for Philadelphia, cl'd at London 12th inst.

Bark Prinds Carl, Stephenson, from London for Philadelphia, anchored at Deal 13th inst.

Bark Mariana VI, Goncalves, for Philadelphia, 87d from Lisbon June 6.

Barks Waldo, Pressey, and Dagmar, Hanson, from

from Lisbon June 6, Earks Waldo, Pressey, and Dagmar, Hanson, from London for Philadelphia, at Deal 13th inst., and pro-Brig Annie Batchelder, Steelman, 42 days from New York, at Gibraltar 8th inst., and ordered to Marseilles the following day. N. G. brig Holsatia, Rhode, hence, at Elsinore 9th Schr William B. Mann, Rogers, for Philadelphia

Schr William B. Mann, Rogers, for Philadelphia, cleared at New York yesterday.

Schr Ella Fish, Burton, for Philadelphia, cleared at Portland 23d inst.

Schrs W. A. Crocker, Baxter, and J. W. Wilson, Connelly, hence, at Boston 23d inst.

Schr J. S. Watson, Watson, for Philadelphia, cl'd at Boston 23d inst.

Schr John Stockton, Price, from Bridgeport for Philadelphia, passed Hell Gate 25th inst.

Schr John C. Henry, Dilks, for Philadelphia, sailed from Nantucket 16th inst.

Schra Gilbert Green, Weaver, hence, and Tempest, Shropshire, and Surge, Warwick, from Trenton, at Providence 23d inst.

Schr Ann E. Safford, Powell, hence, at Pawtucket 22d inst. 22d inst.

Schrs David Faust, Lord; Niagara, Townsend;
Hannah G. Hand, Hand; and Nevada, Davis, hence,
at Beston 24th inst.

Schrs Dick Williams, Corson; Isaac Rich, Crowell;

and Ralph Carlton, Curtis, hence, at Salem 24th inst.
Schr Lath Rich, Paddock, for Philadelphia, salled
from New Bedford 23d inst.
Schrs Marion Gage, Heathers; C. B. Wood, Smith;
and A. Truedell, Hess, for Philadelphia, salled from

Schrs Rachel J. Miller, Armstrong, hence: W. C. Bartiett, Bartiett, do.; and Blast, Parker, from Trenton, at Providence 23d inst.

MISCELLANY. Br. steamer Manhattan, Forsyth, at New York from Liverpool, brought 675 passengers.

Steamer City of Paris, at New York from Liverpool and Queenstown, nad 780 passengers.

Steamer Siberia, at Boston from Liverpool and Queenstown, brought 662 passengers.

Steamer Acushnet went on the marine railway at New Bedford on Saturday afternoon, and was found to be but slightly damaged. A portion of her fore.

to be but slightly damaged. A portion of her fore-foot is gone, the shoeing and part of her false keel was carried away, and a few of her planks quite badly chafed. She is tight, and her cargo was in good order.

good order.

The iron steamer Hercules, which was attached by the Sheriff last week at Portland, salled afternoon of 24th for Philadelphia, after giving bonds in the sum of \$3000 to cover damages done the Portland bridge by running into it a short time ago. A three-masted schooner, coal loaded, is ashore at Hedge Fence, Vineyard Sound.

SHIPPING.

LORILLARD'S STEAMSHIP LINE

NEW YORK BAILING EVERY TURSDAY, THURSDAY, AND

are now receiving freight at 5 cents per 100 pounds,

2 cents per foot, or 1-2 cent per gallon, ship option.
INSURANCE % OF 1 PER CENT. Extra rates on small packages iron, metals, etc. No receipt or bill of lading signed for less than 50 cents. The Line would call attention of merchants generally to the fact that hereafter the regular shippers by this line will be charged only 10 cents per 100 lbs., or 4 cents per foot, during the winter seasons.

For further particulars apply to PIER 19, NORTH WHARVES.

PHILADELPHIA AND SOUTHERN
MAIL STEAMSHIP COMPANY'S REGULAR SEMI-MONTHLY LINE TO NEW ORLEANS, I.a.
The YAZOO will sail for New Orleans direct, on
Thursday August 18, at 8 A. M.
The YAZOO will sail from New Orleans, via Havana
on Friday, August 5. The YAZOO will sail from New Orleans, via Havana on Friday, August 5.

THROUGH BILLS OF LADING at as low rates as by any other route given to Mobile, Galveston, Indianola, Isvacca, and Brazos and to all points on the Mississippi rives between New Orleans and St. Louis. Red River freights resbipped at New Orleans without charge of commissions.

WERKLY LINE TO SAVANNAH, GA.
The TONAWANDA will sail from Savannah on Saturday, July 30, at 8 A. M.
The WYOMING will sail for Savannah on Saturday, July 30.

Through Bills of Lading given to all the principal towns in Georgia, Alabama, Florida, Mississippi, Louisiana, Arkansas, and Tennessee in connection with the Central Railroad of Georgia, Atlantic and Gulf Railroad, and Florida steamers, at as low rates at by competing lines.

SEMI-MONTHLY LINE TO WILMINGTON, N. C.
The PIONEER will sail for Wilmington on Tuesday,
August 2, at 6 A. M. Returning, will leave Wilmington Saturday, August 9.
Connects with the Cape Fear River Steamboat Com,
pany, the Wilmington and Weldon and North Carolina
Railroads, and the Wilmington and Manchester Railroad
to all interior points.
Freights for Columbia, S. C., and Augusta, Ga., taken
via Wilmington, at aslow rates as by any other route.
Insurance effected when requested by shippers. Bills
of lading signed at Queen street wharf on or before day
of sailing. WILLIAM L. JAMES, General Agent. No. 130 South THIRD Street.

THE REGULAR STEAMBHIPS ON THE PHI-LADELPHIA AND CHARLESTON STEAM-SHIP LINE are ALONE authorized to issue through bills of lading to interior points South and West in connection with South Carolina Railroad Company, ALFRED L. TYLER, Vice-President So. C. RR. Co.

PHILADELPHIA AND CHARLESTON
STEAMSHIP LINE.
This line is now composed of the following firstclass Steamships, sailing from PIER 17, below
Spruce street, on FRIDAY of each week jat 8

M.:— ASHLAND, 800 tons, Captain Crowell.
J. W. EVERMAN, 692 tons, Captain Hinckley.
PROMETHEUS, 600 tons, Captain Gray.
JULY, 1870. Prometheus, Friday, July 1. J. W. Everman, Friday, July 3. Prometheus, Friday, July 15. J. W. Everman, Friday, July 22.

Prometheus, Friday, July 29.
Through bills of lading given to Columbia, S. C. the interior of Georgia, and all points South and Freights forwarded with promptness and despatch. Rates as low as by any other route. Insurance one-half per cent, effected at the office first-class companies.

No freight received nor only of lading signed arter
3 P. M. on day of sailing.
SOUDER & ADAMS, Agents,
No. 3 DOCK Street,
OF WILLIAM. P. CLYDE & CO.,
Mo. 12 S. WHARVES.
WILLIAM A. COURTENAM Agent in Charles-

so freight received nor bills of lading signed after

PHILADELPHIA, RICHMOND,
THROUGH FREIGHT AIR LINE TO THE SOUTH
AND WEST.
INCREASED FACILITIES AND REDUCED RATES
FOR 1870.
Steamers leave every WEDNESDAY and SATURDAY
at 12 o'clock noon, from FIRST WHARF above MARKET Street.
RETURNING, leave RICHMOND MONDAYS and
THURSDAYS, and NORFOLK TURSDAYS and SATURDAYS.
No Bills of Lading signed after 12 e'clock on sailing
days. No Bills of Lading signed after 12 e'clock on sailing days.

THROUGH RATES to all points in North and South Carolina, via Seaboard Air Line Railroad, connecting at Portsmouth, and to Lynchburg, Va., Tennessee, and the West, via Virginia and Tennessee Air Line and Richmond and Danville Railroad.

Freight HANDLED BUTONCE, and taken at LOWER RATES THAN ANY OTHER LINE.

No charge for commission, drayage, or any expense of rangler.

Steamships insure at lowest rates.

Freight received daily.

Etate Room accommodations for passengers.

Etate Room accommodations for passengers.

No. 12 S. WHARVES and Pier 1 N. WHARVES.

W. P. PORTER, Agent at Richmond and City Point.

T. P. OROWELL & CO., Agents at Norfolk.

FOR LIVERPOOL AND QUEENS-TOWN.—Inman Line of Royal Mail Steamers are appointed to sail as follows:— City of Antwerp (via Halifax), Tuesday, July 26, at 1 P. M.

of Paris, Saturday, July 80, at 7 A. M. City of Paris, Saturday, Suly So, at 1 A. M.
City of London, Saturday, August 6, at 2 P. M.
Etna (via Halifax), Tuesday, August 9, at 1 P. M.
and each succeeding Saturday and alternate Tuesday, from pier No. 45 North river.
RATES OF PASSAGE.

Parable in gold
Payable in currency.

Payable in gold. Payable in currency.

First Cabin \$75 Steerage \$30

To London \$0 To London \$5

To Paris 90 To Paris 38

To Halifax 20 To Halifax 15 Bremen, etc., at reduced rates.

Tickets can be bought here at moderate rates by persons wishing to send for their friends.

For further information apply at the company's JOHN G. DALE, Agent, No. 15 Broadway, N. Y.; Or to O'DONNELL & FAULK, Agents, No. 402 CHESNUT Street, Philadelphia,

FOR NEW YORK
via Delaware and Raritan Canal.
EXPRESS STEAMBOAT COMPANY. The Steam Propellers of the line will commence ading on the 8th instant, leaving daily as usual, THROUGH IN TWENTY-FOUR HOURS. Goods forwarded by all the lines going out of New York, North, East, or West, free of commission. Freights received at low rates.
WILLIAM P. CLYDE & CO., Agents,
No. 12 S. DELAWARE Avenue.
JAMES HAND, Agent,
No. 119 WALL Street, New York.
3 45

NEW EXPRESS LINE TO ALEXAN-

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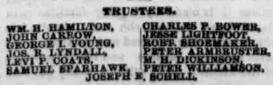
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