FRANCE IN 1814.

How the Allies Entered Paris. Although the "Spanish ulcer," as Napoleon Bonaparte himself termed the Peninsular War, unquestionably sapped his military strength to a considerable extent, his down-fall and the capture of Paris are more directly traceable to the disastrous campaign in Russia. Of an army of more than half a million of men, not one-tenth part surviving the hor-rors of the retreat from Moscow, retreated through Prussian territory, pursued by the victorious Russians, in the spring of 1813. This had the ultimate effect of emancipating Prussia from the control of France. Since the battle of Jena Prussia had suffered every indignity at the hands of her conqueror. Her territory had been divided. The first requisition of money imposed upon her after her great defeat, amounting to \$130,000,000, had been vigorously and mercilessly enforced. The vast armies of Napoleon had been quartered upon and marched across her fertile valleys and had devoured and destroyed the accumulations and means of subsistence of large sections of the country, utterly im-poverishing the unfortunate inhabitants. The people had begun to doubt the wisdom of their king in submitting to a despotism which already inflicted greater exactions upon its forced allies than injuries upon its open foes. Upon the expectation that a rebellion against the alliance and voke of France would be attempted, the people of Prussia hailed the occupation of Berlin by the Russians, regarding the latter as deliverers from oppression; and throughout Prussia, with an outburst of patriotic ardor, the people flew to arms. A coldness was manifested by Napoleon toward the King of Prussia because of this attitude of the subjects of the latter; Napoleon did not believe in the expressions of good faith on the part of King William, and alienated the King's friendship by the expression of his suspicions. The King took offense at last, and thus was precipitated a treaty between Prussia and Russia that formed the nucleus of that Great Alliance which, when ultimately cemented by defeats as well as victories, clustering the armies of all Europe upon French soil, broke the power of France and

The battle of Leipsic, itself a victory con-sequent upon the growth of the alliance, may be regarded in some respects as the first step of the advance of the allies upon Paris. The battle of Hanau, which followed a few days after that of Leipsic, was the last battle fought by Napoleon beyond the Rhine. The campaign which thereafter ensued in the early months of 1814 when the armies on either side of the Rhine had enjoyed short rest and recuperation in winter quarters, has many features in common with the present war, as well in the locality of the operations as in the probable ultimate results. To trace in detail the various steps by which principally during the year 1813 the Great Alliance was formed, would require the narration of the entire history of Europe during one of her most eventful years. Suffice it that the gravitating force which attracted the nations to the alliance grew with its accretions, and to Prussia and Russia there were eventually added Sweden and Austria: Bavaria and the other German States, even Saxony, being forcedin; Naples and Denmark yielded to a species of necessity, while its numbers were swelled by the Spanish, Portuguese, Dutch and English, the last bringing, in addition to numbers, the "sinews of

destroyed the empire of Napoleon.

The plan of that campaign, like that of the present year, consisted in the advance of three armies upon France. The "grand army" under Prince Schwartzenberg, 250,000 strong, advanced through Switzerland (with the permission of that State) by the passes of the Jura Mountains into France. Blucher's "Army of Silesia," 140,000 strong, moved by way of Mayence, merely blockading that town, into the "Champagne country." Bernadotte had the "Army of the North," 175,000 strong, and passing through Flanders, was to besiege Antwerp, reduce the Low Countries or secure their alliance, and enter France from the extreme north. The grand army and Blucher's army of Silesia crossed the Rhine in December, 1813. The principal portion of the grand army swept with a wide front through Lorraine, its extreme rightwing in its movement touching or lapping the southern edge of the path which in the present war has been selected by the army of the Crown Prince after the defeat of Mac-Mahon at Woerth, and thus passed into the plains of Burgundy, endangering the city of Lyons. Blucher's army left large detach-ments to mask or reduce Metz, Saar Louis, Thionville, and Luxemburg, and pushed his advanced forces to Vitry and St. Dizier. Napoleon was prompt in providing to meet

the impending dangers. He left an Empress Regent and an infant son in Paris, and went forward on the 25th of January to the headquarters of his army at Chalons. The next day he advanced to Vitry, and on the following morning, resuming his march, he met and defeated a portion of Blucher's forces at St. D zier, cutting in two Blucher's army, whose beadquarters had at the time advanced beyond, about 28 miles southwest, to Brienne. The next day Blucher narrowly escaped being crushed by the sudden onset of the forces which Napoleon hurried to Brienne. By the 1st of February Schwartzenberg and Blucher had joined their forces. In the battles of Brienne and La Rothiere, Napoleon was for the first time defeated on the soil of France, and retreated to Troyes.

Instead of promptly pursuing Napoleon, the allies, who were embarrassed about the subsistence of such large forces, divided their armies again. Prince Schwartzenberg in a leisurely way-for it was winter, and the roads were in a frightful condition-started for Troyes. Blucher directed his forces toward a point about half way on the road from Chalons to Paris. Napeleon left a small force as a feint of defense at Troyes to serve as a scare-crow to Schwartzenberg, and, by a forced march over a rugged district, struck Blucher's forces on their road to the river Marne, defeating them in detail at Cham-paubert, Montmirail, and Vauenamps in a locality from thirty to thirty-three miles west of Chalons. Meanwhile Schwartzenberg marched slewly into Troyes, thence to Nogent, Bray, and Montereau, sweeping everything south of Paris, and producing great alarm in that capital. Napoleon, spurred by the exigency, marched his forces westward between the Seine and the Marne, and striking the flank of Schwartzenberg's advance along the former river, defeated detachment after detachment in detail, until Schwartzenberg became thoroughly alarmed, asked an armistice, and retreated back to Troyes. The battle of Montereau, in which the Prince of Wurtemberg was defeated, was the last battle Napoleon ever won; but for a while his star was in the ascendant, and in the councils of the Allies a retreat beyond the Rhine was under consideration.

their march towards Paris, passing through what is now the Department of the Nord, capturing in their course, with extraordinary rapidity, the cities of Avesnes, Laon, Soissons, and Rheims, and opened communica-tion with Blucher at Chalons, who was busy recuperating his shattered forces. But the proposed retreat of the grand army required Blucher's presence at Troyes with Schwartzenberg. The grand army retreated beyond Chaumont on the way to Langres, but, for-tunately, it was decided at a council of war to liberate Blucher from their movements, and to permit his army to co-operate with that portion of the army of the North which had advanced into France. Blucher was to follow the River Marne; Schwartzenberg, if he advanced again, the Seine. This measure turned the scale of success.

Napoleon followed Blucher, who started for the same point, between Chalons and Paris, on the road to which he had before been so unfortunate. But this time he got to the right bank of the Marne, at Meaux; and when the Emperor reached its left bank at that place, it was but to find the bridges demolished and the rear good of the army of Silesia fast disappearing over the distant hills. Blucher had heard of his approach while Napoleon was yet at Sezzanne, and succeeded in reaching Soissons in safety. A series of battles and severe engagements between Napoleon's forces and Blucher's army of Silesia, reinforced by the large detachments of the army of the North under Winzengerode and Bulow, took place in the vicinity of Laon, Soissons, and Rheims. Separately these battles were indecisive, but they continually weakened Napoleon. He was, moreover, in perpetual fear of the advance of Schwartzenberg with the grand army, which, returning from its proposed retreat, passed again through Troyes. At length he found it necessary to cross the Marne to meet it. After an indecisive engagement at Arcis-sur-Aube, Napoleon undertook to get behind Schwartzenberg and strike his line of communications in the rear.

This movement of Napoleon threw open the road to Paris by way of Sezanne to the grand army of Schwartzenberg, and they seized the advantage. Blucher came down from the north at the same time, to strike a large portion of Napoleon's army that was marching to join him in his endeavor to strike the rear of the grand army. This part of Napoleon's army was met and utterly defeated at Fere Champenoise, and its broken fragments fled to Paris. The allies crossed the Marne near Meaux on the 28th March. there completing the union of the three armies, and on the morning of 30th March, 1814, appeared before the barriers of Paris.

The citizen-soldiers of Paris were of little value for defense, as Napoleon had never allowed them the use of arms. Such forces as could be collected were hurried to the front outside the city. Active fighting commenced before daylight, and a tremendous battle took place, in which the allies, according to some statements, lost no less than eighteen thousand men. At length the vast forces of the allies began to be collected upon the hills surrounding the town. They formed a crescent of six miles around the north and east sides of Paris, the extremities on either side touching the Marne and the Seine. The French army, convexly curved within this crescent, fought in vain against overwhelming numbers, and were forced back about noon upon the city, withdrawing within the barriers only when the order to stop firing was given, preparatory to capitulation hills overlooking Paris were now densely crowded with the victors, while three hundred pieces of cannon were ready, as the Russians expressed it, to make "Father Paris pay for Mother Moscow."

In accordance with the instructions left by Napoleon, in the event of such a disaster. the Empress and her infant son left the city, taking the road to Rambouillet. The inhabitants of Paris were plunged into sadness by her departure. Strange to say, when the city had capitulated they prepared to receive the conquerors with acclamation. A crowd insulted or destroyed the busts and monuments of Napoleon I, and endeavored unsuccessfully with a rope to pull down his statue from the column in the Place Vendome. Failing in the latter undertaking, they wrapped it in a sheet—in order, said Napoleon, on hearing of it, "that I might not look upon their baseness." The Emperor Alexander afterwards felt obliged to issue a proclamation to stop the demolition of the monuments of Napoleon.

The next morning, the Allies, entering in procession, found the streets thronged, the windows and housetops crowded with the citizens anxious to witness the great military spectacle. No effort had been spared to give the "pomp and circumstance of glorious war" to the occasion, as far as the Allies were concerned. Uniforms had been brought by the household troops of the Emperor of Russia, kept clean and dry in their knapsacks. with the expectation of making a display on this occasion, and these were carefully put in order. Of course, the sovereigns themselves were decked out with unusual care. Paris, ever alive to the elegance of a spectacle, went into raptures over the magnificence displayed, and applauded the victorious host, and especially the monarchs, with the wildest enthusiasm. The Emperor Alexander had on his arm a white scarf, which he had previously worn as a distinctive badge in battle. The King of Prussia rode at his right, and Prince Schwartzenberg on his left, a brilliant staff following them.

A group of "loyalists," who since morning had been perambulating the streets of Paris with a white banner, met the sovereigns with enthusiastic cries of "Vive Louis Divhuitieme! Vive Alexandre! Vive Guillaume! Large numbers of elegantly-dressed ladies waved their handkerchiefs in welcome, as one of their countrymen says, "with the passionate vivacity of their sex," from the hotels in the finest quarters of the city. In the Boulevard de la Madeleine, people step-ped up and respectfully kissed the trappings of the horses, sabres, and the boots of the sovereigns. Fifty thousand chosen troops of the Silesian and grand armies, with their trains of artillery, made the bulk of the procession. Nothing was more remarked than the admirable state of good order and equipment of the men and horses. The procession entered by the gate and crossed the Faubourg of St. Martin, made the circuit of half of Paris by the interior bonlevards, and halted in the Champs Elysees, where the Cossacks bivouseked for the night. During the next day, April 1, Talleyrand called together the Senate. The day following, the Senate re-ceived the Emperor Alexander, and on the 3d April passed decrees for a provisional government and dethroning the Emperor, who, with ut an army, and almost without attendants, had reached Fontainebleau too late, if indeed it had been possible under any cir-cumstances, to save his capital. In the for-At last a portion of the "Army of the North," which had not met with success at Antwerp, added its weight to the allied forces made a few days afterward, upon his signing

operating in France. Its advanced guard, an abdication renouncing the empire of under Winzengerode and Bulow, directed | France and the kingdom of Italy for himself and his descendants, it is noticeable that he was nevertheless permitted to retain the title of Emperor.

DESTRUCTION OF MARIE ANTOINETTE'S CELL

IN THE CONCIERGERIE.—The public mind everywhere has been so occupied with the excitement consequent upon the Franco-Prussian war, that but little attention has been given to an incident which, in quieter times, would challenge the interest of all acquainted with the history of the French revolution. The prison of Marie Antoinette, which has so ong been a sort of Mecca for those who deplored her sad fate, is no more. Recently great changes and improvements have been effected in the old prison of the Conciergerie at Paris, and the cell in which she was confined until her execution, as well as those which were occupied by Madame Roland, St. Just, Danton, and Robespierre, have been demolished and the whole site converted into a large and airy hall. Many who read this will remember the dark, damp room where the "Widow Capet," as she was then called. passed those awful seventy-six days which preceded her execution. Total want of privacy during this period was added to her other miseries. Her bed consisted of a rotten mattress laid upon the floor and covered with a filthy quilt, only concealed from the sight of her keepers by a screen placed before it. And from behind it she could hear night and day the continual opening and closing of cell doors, since the outer door of the room in which she was thus lodged, in such disgusting company, was ever open. And she was forced to listen to the howlings, and cursings, and the obscene songs of the worst of criminals, and the horrible jargon of the low women and the taunts and loud oaths of drunken gendarmes, only a few steps from her, and in the same room! In that room, on the 16th of October, 1793, after returning from the Palais de Justice, where she had so courageously listened to her own death warrant, she wrote to her sister-in-law, Madame Elizabeth, that sad, sweet letter-full of nebleness that seems almost miraculous under the circumstances-which has become historical. Certainly nothing more Christ-like has ever been written than that passage in which she adjures her son never to harbor thoughts of vengeance against the mur-derers of his parents. This letter, which is engraved under her monument in the Chapel Expiatone, and which has been read there by thousands of eyes that could hardly see for tears, was not made public for twenty vears after her death. It was kept profoundly secret by Robespierre, leat the perusal of it should heighten the pity which was felt for her fate, and increase the aversion inspired by her executioners. When, in 1816, France came under the Bourbon rule, this cell was made a chapel, where a few candles were always dimly burning. Its walls were hung with three somewhat mediocre paintings by Pajon and Drulling, one of which represented her praying in her cell the evening before her execution. The other two also depicted scenes from her prison-life. And Louis XVIII himself composed the satin inscription graven upon a tablet of black marble, set into the wall of the room, and which tells the story

POLITICAL. FOR SHERIFF.

WILLIAM R. LEEDS,

TENTH WARD. FOR REGISTER OF WILLS.

WILLIAM M. BUNN.

SIXTEENTH WARD.

Late Private Company F, 72d P. V.

SPECIAL NOTICES.

NOTICE IS HEREBY GIVEN THAT AN application will be made at the next meeting of the General Assembly of the Commonwealth of Pennsylvania for the incorporation of a Bank, in accordance with the laws of the Commonwealth, to be entitled THE CHESNUT STREET BANK, to be located at Philadelphia, with a capital of one hundred thousand dollars, with the right to increase the same to five hundred thousand dollars.

THE PENNSYLVANIA FIRE INSU-SEPTEMBER 5, 1870. The Directors have this day declared a dividend of SEVEN DOLLARS AND FIFTY CENTS per

share on the stock of the Company for the last six months, which will be paid to the stockholders or their legal representatives, after the 15th inst. 969t WM. G. CROWELL, Secretary. NOTICE IS HEREBY GIVEN THAT AN

application will be made at the next meeting of the General Assembly of the Commonwealth of Pennsylvania for the incorporation of a Bank, in accordance with the laws of the Common wealth, to be entitled THE HAMILTON BANK, to be located at Philadelphia, with a capital of one hundred thou sand dollars, with the right to increase the same to five hundred thousand dollars. TREGO'S TEABERRY TOOTHWASH.

It is the most pleasant, cheapest and best dentifrice extant. Warranted free from injurious ingredients. It Preserves and Whitens the Teeth! Invigorates and Soothes the Gums! Purifles and Perfumes the Breath

Prevents Accumulation of Tartar! Cleanses and Purifies Artificial Teeth!

Is a Superior Article for Children!
Sold by all druggists and dentists.

A. M. WILSON, Druggist, Proprietor,
2 10m Cor. NINTH AND FILBERT Sts., Philada, UNIVERSITY OF PENNSYLVANIA.-THE College Year will open on THURSDAY, Sep-r 15. Candidates for admission will present themselves at 10% o'clock on that day. FRANCIS A. JACKSON,

NOTICE IS HEREBY GIVEN THAT AN application will be made at the next meeting of the General Assembly of the Commonwealth of Pennsylvania for the incorporation of a Bank, in accordance with the laws of the Commonwealth, to be entitled THE CHESNUT HILL SAVINGS AND LOAN BANKING COMPANY, to be located at Fhiladelphia, with a capital of one hundred thousand dollars, with the right to increase the same to two hundred and fifty thousand dollars.

THE UNION FIRE EXTINGUISHER COMPANY OF PHILADELPHIA

Manufacture and sell the Improved, Portable Fire Extinguisher. Always Reliable.

No. 118 MARKET St., General Agent. NOTICE IS HEREBY GIVEN THAT AN application will be made at the next meeting of the General Assembly of the Commonwealth of Pennsylvania for the incorporation of a Bank, in accordance with the laws of the Commonwe 4th, to be entitled THE UNITED STATES BANKING COMPANY, to be located at Philadelphia, with a capital of one million dellars, with the right to increase the same to five million dollars.

WARDALE G. MCALLISTER, Attorney and Counsellor at Law, No. 303 BROADWAY, New York.

No. 113 PLUM STREET, CAMDEN, N. J.

SPECIAL NOTICES.

THE PENNSYLVANIA FIRE INSUR-ANCE COMPANY.

At the Annual Meeting of the Stockholders of this Company, held on Monday, September 5, 1870, the following gentlemen were duly elected Directors for DANIEL SMITH, JR., ISAAC HAZLEHURST, THOMAS ROBINS, JOHN DEVEREUX, THOMAS SMITH, And at a meeting of the Directors on the same

THOMAS SMITH,
And at a meeting of the Directors on the same
day, DANIEL SMITH, Jr., Esq., was unanimously
re-elected President.
977t WILLIAM G. CROWELL, Secretary.

NOTICE IS HEREBY GIVEN THAT AN application will be made at the next meeting of the General Assembly of the Commonwealth of Pennsylvania for the incorporation of a Bank, in accordance with the laws of the Commonwealth, to be entitled THE JEFFERSON BANK, to be located at Philadelphia, with a capital of one hundred thousand dollars, with the right to increase the same to five hundred thousand dollars.

THE IMPERISHABLE PERFUME !- AS A rule, the perfumes now in use have no permanency. An hour or two after their use there is no trace of perfome left. How different is the result succeeding the use of MURRAY & LANMAN'S FLORIDA WATER! Days after its application the handkerchief exhales a most delightful, delicate, and agreeable fragrance.

QUEEN FIRE INSURANCE COMPANY, LONDON AND LIVERPOOL. CAPITAL, £2,000,000, SABINE, ALLEN & DULLES, Agenta, FIFTH and WALNUT Streets.

HEADQUARTERS FOR EXTRACTING Teeth with fresh Nitrous-Oxide Gaz. Absolutely no pain. Dr. F. R. THOMAS, formerly operator at the Colton Dental Rooms, devotes his entire practice to the painless extraction of teeth. Office, No. 911 WALNUT Street.

WATCHES, JEWELRY, ETO. TOWER CLOCKS.

G. W. RUSSELL,

No. 22 NORTH SIXTH STREET.

Agent for STEVENS' PATENT TOWER CLOCKS. both Remontoir & Graham Escapement, striking hour only, or striking quarters, and repeating hour on full chime.

Estimates furnished on application either personally or by mail.

WILLIAM B. WARNE & CO., Wholesale Dealers in WATCHES AND JEWELRY, S. E. corner SEVENTH and CHESNUT Streets, 221 Second floor, and late of No. 35 S. THIRD St.

GENT.'S FURNISHING GOODS. DATENT SHOULDER-SEAM SHIRT MANUFACTORY.

AND GENTLEMEN'S FURNISHING STORE. PERFECTLY FITTING SHIRTS AND DRAWERS made from measurement at very short notice. All other articles of GENTLEMEN'S DRESS GOODS in full variety. WINCHESTER & CO., No. 706 CHESNUT Street.

FURNITURE, ETO.

HOVER'S

Celebrated Patent Sofa Bedstead

Is now being made and sold in large numbers both fin France and England. Can be had only at the manufactory. This piece of furniture is in the form of a handsome PARLOR SOFA, yet in one minute, without unscrewing or detaching in any way, it can be extended into a besutiful FRENCH BEDSTEAD, with Spring Hair Mattress complete. It has the convenience of a Bureau for holding, is easily managed, and it is impossible for it to get out of order. This Sofa Bedstead requires no props, hinges, feet, or ropes to support it when extended, as all other sofa beds and lounges have, which are all very unsafe and liable to get out of repair, but the Bedstead is formed by simply turning out the ends or closing them when the Sofa is wanted. The price is about the same as a lounge. An examination of this novel invention is solicited.

H. F. HOVER.

PROPOSALS.

524 tuffm No. 230 South SECOND Street, Philada

I MPROVEMENT OF THE SCHUYLKILL RIVER.

UNITED STATES ENGINEER OFFICE,
NO. 208 S. FIFTH STREET,
PHILADELPHIA, PA., Sept. 8. 1870.

Sealed Proposals, in duplicate, with a copy of this advertisement attached to each, will be received this Office until 12 o'clock M of MONDAY, the 10th day of October, 1870, for clearing the channel of the Schuylkill river at its mouth, at Gibson's Point, and above to the Chesnut Street Bridge. above to the Chesnut Street Bridge.

The channel is to be dredged at the places named to obtain a width of one hundred and fifty (150) feet, and

a depth of eighteen (18) feet at mean low water. Th material to be removed is mostly sand. It must be disposed of in conformity with the regulations of the Board of Port Wardens. The amount to be excavated is about 40,000 cubic

yards. Proposals will state the price per cubic yard measured in the scows, and the time of commencing and completing the work. A deduction of ten (10) per centum on partial pay-ments will be made until the completion of the

No contract will be entered into for working after the 30th of June, 1871.

Blank forms for proposals will be furnished by this Office, and any other information practicable to

give.
The right is reserved to reject any and all bids. Proposals must be addressed to the undersigned, and endorsed on the envelope "Proposals for Dredg-ing the Schuylkill River."

J. D. KURTZ, Lieutenant-Colonel of Engineers.

COMMANDANT'S OFFICE, UNITED STATES
NAVAL STATION,
LEAGUE ISLAND, Sept. 6, 1870.
SEALED PROPOSALS, endorsed "Proposals for repairs and embankments," and addressed to the undersigned, for repairing and strengthening about 500 lineal rods of the embankments at League Island, will be received at this office till 12 o'clock noon, on WEDNESDAY, the 14th day of September, 1870, at

which time bids will be opened and bidders are inwhich time bids wit be opened and bidders are invited to be present.

Plans and specifications for this work can be seen and further information had, upon application to the Civil Engineer at the Philadelphia Navy Yard. Bidders will be particular to state the price per lineal rod at which they will contract to do this work

in accordance with the specifications, and also at what time the work would be completed. No additional allowance will be made for any extra work caused by floods or other casualties that may affect the work. J. MADISON FRAILEY, Commandant,

GOVERNMENT SALES.

OVERNMENT SALE DEPUTY QUARTERMASTER GENERAL'S OFFICE.

PHILADELPHIA, PA., Sept. 7, 1870.
Will be sold at public auction, at the Schuylkill Arsenal, Philadelphia, Pa., on WEDNESDAY, Oct. 19, 1870, at 10 o'clock A. M., a large amount of Clothing, Camp and Garrison Equipage, and Quartermaster's Stores.

Amongst the articles to be sold are 18,000 blankets. and 80,000 knit shirts. Also pants, jackets, overcoats, etc., etc.

Printed catalogues can be obtained on application t this Office.

Terms of sale—10 per cent. down, remainder on STEWART VAN VLIET. Deputy Quartermaster General, Brevet Major General U. S. Army.

FIRE AND BURGLAR PROOF SAFE J. WATSON & SON. Of the late firm of EVANS & WATSON,

FIRE AND BURGLAR-PROOF AFE STORE No. 53 SOUTH FOURTH STREET.

A few doors above Chesnut st., Philada. Corn Exchange Bag Manufactory.

JOHN T. BAILEY. N. E. Cor. WATER and MARKET Sts

ROPE AND TWINE, BAGS and BAGGING, for Grain, Flour, Sait, Super-Phosphate of Lime, Bone Dust, Etc.
Large and small GUNNY BAGS constantly on band. Also, WOOL SACES.

REAL ESTATE AT AUGTION.

OTICE. By virtue and in execution of the powers contained in a Mortgage executed by THE CENTRAL PASSENGER RAILWAY

COMPANY of the city of Philadelphia, bearing date eighteenth day of April, 1863, and recorded in the office for recording deeds and mortgages for the city and county of Philadelphia, in Mortgage Book A. C. H., No. 56, page 465, etc., the undersigned Trustees named in said mortgage

WILL SELL AT PUBLIC AUCTION, at the MERCHANTS' EXCHANGE, in the city of Philadelphia, by

MESSRS, THOMAS & SONS, Auctioneers,

at 12 o'clock M., on TUESDAY, the eighteenth day of October, A. D. 1870, the property described in and conveyed by the said mortgage, to wit:

No. 1. All those two contiguous lots or pieces of ground, with the buildings and improvements thereon erected, situate on the east side of Broad street, in the city of Philadelphia, one of them beginning at the distance of nineteen feet seven inches and five-eighths southward from the southeast corner of the said Broad and Coates streets; thence extending eastward at right angles with said Broad corner of the said Broad and Coates streets; thence extending eastward at right angles with said Broad street eighty-eight feet one inch and a half to ground now or late of Samuel Miller; thence southward along said ground, and at right angles with said Coates street, seventy-two feet to the northeast corner of an aliey, two feet six inches in width, leading southward into Penn street; thence westward crossing said alley and along the lot of ground hereinafter described and at right angles with said Bread street, seventy-nine feet to the east side of the said Broad street; and thence northward along the east line of said Broad street seventy-two feet to

the place of beginning. Subject to a Ground Rent of \$280, sliver money. No. 2. The other of them situate at the northeast corner of the said Broad street and Penn street, containing in front or breadth on the said Broad street eighteen feet, and in length or depth east ward along the north line of said Penn street seventy-four feet and two inches, and on the line of said lot parallel with said Penn street seventy-six feet five inches and three-fourths of an inch to said two eet six inches wide alley. Subject to ground rent

No. 3. All that certain lot or piece of ground be ginning at the S. E. corner of Coates street and Broad street, thence extending southward along the said Broad street nineteen feet seven inches and five-eighths of an inch; thence eastward eighty feet one inch and one-half of an irch; thence northward, at right angles with said Coates street, nine feet to the south side of Coates street, and thence westward along the south side of said Coates street ninety feet

to the place of beginning.

No. 4. Four Steam Dummy Cars, twenty feet long
by nine feet two inches wide, with all the necessary steam machinery, seven-inch cylinder, with ten-inch stroke of piston, with healing pipes, &c. Each will seat thirty passengers, and has power sufficient to draw two extra cars.

NOTE.—These cars are now in the custody of Messrs, Grice & Long, at Trenton, New Jersey, where they can be seen. The sale of them is made

where they can be seen. The sale of them is made, subject to a ilen for rent, which on the first day of July, 1870, amounted to \$600.

No. 5. The whole road, plank road, and railway of the said The Central Passenger Railway Company of the city of Philadelphia, and all their land (not included in Nos. 1, 2, and 3,) roadway, railway, rails, rights of way, stations, toll houses, and other superstructures devote denot greened and other real structures, depots, depot greunds and other real estate, buildings and improvements whatsoever, and all and singular the corporate privileges and fran-chises connected with said company and plank road an railway, and relating thereto, and all the tolls, income, issues, and profits to accrue from the same or any part thereof belonging to said company, and generally all the tenements, hereditaments and franchises of the said company. And also all the cars of every kind (not included in No. 4,) machinery, tools, every kind (not included in No. 4,) machinery, tools, implements, and materials connected with the proper equipment, operating and conducting of said road, plank road, and railway; and all the personal property of every kind and description belonging to the said company.

Together with all the streets, ways, alleys, passages, waters, water-courses, easements, franchises.

rights, liberties, privileges, hereditaments and appurtenances whatsoever, unto any of the abovementioned premises and estates belonging and appertaining, and the reversions and remainders, rents, issues, and profits thereof, and all the estate. rents, issues, and product thereof, and all the estate, right, title, interest, property, claim, and demand of every nature and kind whatsoever of the said Com-pany, as well at law as in equity of, in, and to the same and every part and parcel thereof. TERMS OF SALE.

The properties will be sold in parcels as numbered. On each bid there shall be paid at the time the property is struck off Fifty Dollars, unless the price is less than that sum, when the whole sum bid shall

W. L. SCHAFFER, W. W. LONGSTRETH, Trustees.

PROPOSALS.

DEPARTMENT OF HIGHWAYS OFFICE, No. 104 S. FIFTH STREET, PHILADELPHIA, Sept. 9, 1870.

NOTICE TO CONTRACTORS.

SEALED PROPOSALS will be received at the Office of the Commissioner of Highways until 12 o'clock M. on MONDAY, 12th instant, for the construction of sewers on the line of Franklin street, from the sewer on Race street to point four hundred and seventy feet north of Race street, and on Fifteenth street, from South Penn Square to the south side of Chesnut street; said sewers to be constructed of bricks, circular in form, with a clear inside diameter of three feet, with such manholes as may be directed by the Chief Engineer and Surveyor. The understanding to be that the sewers herein advertised are to be completed on or before the 30th day of November, 1870. And the contractor shall take bills prepared against the property fronting on said sewer to the amount of one dollar and fifty cents for each lineal foot of front on each side of the street as so much cash paid; the balance, as limited by ordi-nance, to be paid by the city; and the contractor will be required to keep the street and sewer in good order for three years after the sewer is

When the street is occupied by a city passenger railroad track, the sewer shall be constructed alongside of said track in such manner as not to obstruct or interfere with the safe passage of the cars thereon; and no claim for remuneration shall be paid the contractor by the company using said track, as specified in Act of Assembly

approved May 8, 1866.

Each proposal will be accompanied by a certificate that a bond has been filed in the Law Department, as directed by ordinance of May

If the lowest bidder shall not execute contract within five days after the work is awarded, he will be deemed as declining, and will be held liable on his bond for the difference between his bid and the next lowest bidder. Specifications may be had at the De-partment of Surveys, which will be strictly adhered to. The Department of Highways re-serves the right to reject all bids not deemed

All bidders may be present at the time and place of opening the said proposals. No allowance will be made for rock excavation. except by special contract. MAHLON H. DICKINSON,

Chief Commissioner of Highways. SHIPPING.

LORILLARD STEAMSHIP COMPANY

FOR NEW YORK, SAILING EVERY TUESDAY, THURSDAY, ANI

SATURDAY, are now receiving freight at FIVE CENTS PER 100 POUNDS, TWO CENTE PER FOOT, OR HALF CENT PER GALLON, SHIP'S OPTION.

INSURANCE ONE-EIGHTH OF ONE PER CENT Extra rates on small packages iron, metals, etc. No receipt or bill of lading signed for less tuan NOFICE -On and after September 15 rates by this

Company will be 10 cents per 100 pounds or 4 cents per foot, ship's option; and regular shippers by this line will only be charged the above rate all winter. Winter rates commencing December 15. For further particulars apply to JOHN F. OH., 285, PIER 19 NO TH WHARVES.

STEAM TOWBOAT COMPANY.—
Barges towed between Philadelphia,
Baltimore, Havre-de-Grace, Delaware City, and intermediate points.

WILLIAM P. CLYDE & CO., Agents.

Captain JOHN LAUGHLIN, Superintendent.

Office, No. 12 South V. Larves Philadelphia. 4 115

SHIPPING. FOR TEXAS PORTS.

The Steamship Hercules

WILL SAIL FOR NEW ORLEANS DIRECT ON SATURDAY, SEPTEMBER 17, at 8 A. M.

Through bills of lading given in connection with Morgan's lines from New Orleans to MOBILE, GAL-VESTON, INDIANOLA, LAVACCA, and BRAZOS at as low rates as by any other route. Through bills of lading also given to all points on

the Mississippi river between New Orleans and St. Louis, in connection with the St. Louis and New Orleans Packet Company. For further information apply to

WILLIAM L. JAMES,

General Agent,

No. 130 South THIRD Street. FOR LIVERPOOL AND QUEENS.
TOWN.—Inman Line of Royal Mai
Steamers are appointed to sail as follows:—
City of Brooklyn. Saturday, Sept. 17, at 10 A. M.
Etna (via Halifax), Tuesday, Sept. 20, at 1 P. M.
City of Brussels, Saturday, September 2s, at 2 P. M.
City of Washington, Saturday, Oct. 1, at 10 A. M.
and each succeeding Saturday and alternate Tuesday, from pier No. 45 North river.

RATES OF PASSAGE.

Payable in gold.

Payable in corrency.

Payable in gold. Payable in currency.
First Cabin \$75 Steerage \$30
To Londen \$80 To London \$35
To Paris \$90
To Halifax \$90 To Halifax \$15
Passengers also forwarded to Havre, Hamburg,
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
omice.

JOHN G. DALE, Agent, No. 15 Broadway, N. Y.;
Or to O'DONNELL & FAULK, Agents,
No. 402 CHESNUT Street, Philadelphia.

THE REGULAR STEAMSHIPS ON THE PHILADELPHIA AND CHARLESTON STEAMSHIP LINE are ALONE authorized to issue through
bills of lading to interior points South and West is
connection with South Carolina Raliroad 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 at 8 M.:—
ASHLAND, 800 tons, Captain Crow .

J. W. EVERMAN, 692 tons, Captain Hinckley.
SALVOR, 600 tons, Captain Asheroft.
SEPTEMBER, 1870.

SEPTEMBER, 1870.

J. W. Everman, Friday, Sept. 2.
Salvor, Friday, Sept. 9.
J. W. Everman, Friday, Sept. 16.
Salvor, Friday, Sept. 23.
J. W. Everman, Friday, Sept. 36.
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 in first-class companies. No freight received nor bills of lading signed on day of sailing.

SOUDER & ADAMS, Agents, Or WILLIAM. P. CLYDE & CO.,
No. 12 S. WHARVES.
WILLIAM A. COURTENAY, Agent in Charles.

PHILADELPHIA AND SOUTHERN
MAIL STEAMSHIP COMPANY'S REGULAR SEMI-MONTHLY LINE TO NEW ORLEANS, La.
The HERCULES will sail for New Orleans direct, on
Saturday September 17, at 8 A. M.
The YAZOO will sail from New Orleans, via Havans,
or Eviday September 9. on Friday, September 9.

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

WEEKLY LINE TO SAVANNAH, GA.
The WYOMING will sail for Savannah on Saturday, September 17, at 8 A. M.
The TONAWANDA will sail from Savannah on Saturday, September 17.

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 Rail-

SEMI-MONTHLY LINE TO WILMINGTON, N. O. The PIONEER will sail for Wilmington on Friday, September 18. at 6 A. M. Returning, will leave Wilmington Connects with the Cape Fear River Steamboat Company, the Wilmington and Weldon and North Carolina Railreads, and the Wilmington and Manchester Railroad to all interior points. Railroads, and the wilmington and Manchester Railroad to all interior points.

Freights for Columbia, S. C., and Augusta, Ga., taken wilmington, at as low rates as by any other route.

Insurance effected when requested by shippera. Bills of lading signed at Queen street wharf on er before day of sailing.

WILLIAM L. JAMES, General Agent. No. 130 South THIRD Street PHILADELPHIA, RICHMOND,
AND NORFOLK STEAMSHIP LINE
THROUGH FREIGHT AIR LINE TO THE SOUTH INORKASED FACILITIES AND REDUCED RATES

INORKASED 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 BATURDAYS.
No Bills of Lading signed after 12 o'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 Virainia and Tennessee Air Line and Richmond
and Danville Railroad.

Freight HANDLED BUTONOE, and taken at LOWKE
RATES THAN ANY OTHER LINE.
No charge for commission, drayage, or any expense of

No charge for commission, drayage, or any expense of No tharge insure at lowest rates.

Steamships insure at lowest rates.

Freight received daily.

State Room accommodations for passengers.

WILLIAM P. OLYDE & OO.

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

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

T. P. CRUWELL & CO., Agents at Norfolk. 615

FORNEWYOR

via Delaware and Raritan Canal.

EXPRESS STEAMBOAT COMPANY. The Steam Propellers of the line will commen loading on the 5th instant, leaving daily as usual, THROUGH IN TWENTY-FOUR HOURS. Goods forwarded by all the lines going out of Ne York, North, East, or West, free of commission.

ork, North, East, or West, 1700
Freights received at low rates.
WILLIAM P. CLYDE & CO., Agents,
No. 12 S. DELAWARE Avenue. JAMES HAND, Agent, No. 119 WALL Street, New York. FOR NEW YORK, VIA DELAWARA

and Raritan Canal.
SWIFTSURE TRANSPORTATION
COMPANY.
DESPATCH AND SWIFTSURE LINES,
Leaving daily at 12 M. and 5 P. M.
The steam propellers of this company will commence loading on the Sth of March. Through in twenty-four hours, Goods forwarded to any point free of commissions,

Freights taken on accommodating terms. WILLIAM M. BAIRD & CO., Agents, No. 189 South DELAWARE Avenue. NEW EXPRESS LINE TO ALEXAN

NEW EXPRESS LINE TO ALEXANdria, Georgetown, and Washington, D. C., via Chesapeake and Delaware Canal, with connections at Alexandria from the most direct route for Lynchburg, Bristol, Knoxville, Nashville, Dalton, and the Southwest.

Steamers leave regularly every Saturday at noon from the first wharf above Market street.

Freight received daily.

WILLIAM P. CLYDE & CO.,
No. 14 North and South WHARVES.

HYDE & TYLER, Agents at Georgetown; M. ELDRIDGE & CO., Agents at Alexandria.

CORDAGE, ETC. WEAVER & CO.,

ROPE MANUFACTURERS AND

SHIP CHANDLERS,

No. 29 North WATER Street and

No. 28 North WHARVES, Philadelphia. ROPE AT LOWEST BOSTON AND NEW YORK

CORDACE.

Manilla, Sisal and Tarred Cordage At Lowest New York Prices and Freights.

EDWIN H. FITLER & CO., Factory, TENTH St. and GERMANTOWN Avenue.

Store, No. 23 R. WATER St. and 22 N DELAWARD Avenue.