#### FALL OF THE FIRST NAPOLEON.

The incidents that attended the final descent from the French throne of Napole on I are endowed with fresh interest at the moment of the downfall of his nephew. It is fair to remember, in estimating the comparative difficulties by which the two men were surrounded, that Napoleon III. ascended the throne at about the same age at which Napoleon I was finally overthrown, and that the reign of the former as Emperor was about double in years that of the latter. Napoleon III wielded the sceptre about as long as his predecessor, Louis Philippe—that is to say, a few months short of eighteen years. So far as credit is due for maintaining control during a long period over an exceptionally turbulent and excitable people, Napoleon III deserves a large share of it. Unlike his uncle, who abdicated, he was dethroned in his absence by the act of the people. Paris never turned upon him while present; although his imputed saying that he will return thither, 'not to give a reckoning but to exact one.' may be the atterance of resentful despair. We must not forget that from 1852 he was only in Paris as a reigning sowereign.

Napoleon I thoroughly expected to have won the battle of Waterloo. His exulting exclamation on seeing the English army, on the morning of the 18th of June, drawn up on the heights opposite the eminence of La Belle Alliance, "At last, then, I have these English in my grasp," entirely represented his anticipations of triumph. Of his subsequent observations on the subject, those made to O'Mears, at St. Helens, are among the clearest and most decisive: -

"I told him," said O'Meara, "that Lord Wellington had determined never to quit the field of battle alive.'

"He could not leave it," replied Napoleon; "he could not retreat. He would have been destroyed, with his whole army. He said so himself to that cavalry officer who was wounded. If Grouchy had come up at that time instead of the Prussians, not a man would have escaped."

O'Meara asked him if he had not believed for a long time that the Prussians who advanced on his right were Grouchy's division. He replied:-

"To be sure I did; and I can even now scarcely account for the reason why it was not Grouchy's division instead of them." O'Meara then asked him what he supposed

would have been the event if neither Grouchy nor the Prussians had come up that day-if it would not have been a drawn battlewhether both armies would not have kept their ground?" "No," was his reply, "the English army would have been destroyed. It was defeated before midday. I should have gained everything, I had gained everything. I beat the Prussians, but accident, or more likely destiny, decided that Lord Wellington should gain it, and he did so. He was fortunate - accident and destiny favored him. I could scarcely have believed he would have given me battle, because if he had retreated, as he ought to have done, to Antwerp I must have been over-whelmed by armies of three or four hundred thousand men coming against me whom I could not possibly have resisted. Besides, if they intended to give battle, it was the greatest coglioneria in the world to separate the Prussian and English armies; they ought to have been united, and I cannot conceive the reason of their separation. It was also coglioneria in him to hazard a battle in a place where, if defeated, all must have been lost, for he could not retreat. He would have been altogether destroyed. He suffered himself to be surprised by me. He ought to have had all his army encamped from the beginning of June, as he must have known that I intended to attack him; he might have lost everything by it; it was a great fault on his part; but he has been fortunate, and everything he did will meet with applause. My intentions were to destroy the English army. This I knew would produce an immediate change of Ministry. The in-dignation against the Ministry for having caused the loss of 40,000 of the flower of the English army, of the sons of first families and others who would have perished there, would have excited such a popular commotion that they would have been turned out. The people would have said:-What is it to us who is on the throne of France, Louis or Napoleon? \* \* \* The English would have made peace. \* \* \* The Saxons, Bavarians, Belgians, Wurtembergers, and others would have joined me. The Russians would have made peace. I should have been quietly seated on the throne."

poleon was almost maddening. He raved in alternate paroxysms of grief and anger, although he did not, as, according to Caulaincourt, he tried to do after his abdication in 1814, attempt to commit suicide by taking prison at Fontainebleau. He returned after Waterloo, as is known, immediately to the Elysee. "He endeavored," says Caulaincourt, "to give vent to the emotions of his heart, but his oppressed respiration permitted him to articulate only broken sentences." "The army," he said, "has performed prodigies of valor....inconceivable efforts.... What troops! Nev behaved like a madman ..... He caused my cavalry to be cut to pieces.....All has been sacrificed.....I am ill and exhausted.....I must lie down for an hour or two.....My head burns.....I must take a bath." After his bath, "It is grievous," he continued, "to think that we should have been overcome after so many heroic efforts. My most brilliant victories do not shed more glory on the French Army than the defeat of Mont St. Jean.....Our troops have not been beaten; they have been sacrificed-massacred by overwhelming numbers ..... My guards suffered themselves to be cut to pieces without asking for quarter ..... I wished to have died with them, but they exclaimed, 'Withdraw, withdraw, you see that death is resolved to spare your Majesty;' and, opening their ranks, my old grenadiers screened me from the carnage, forming around me a rampart of their bodies.....My brave, my admirable guard has been destroyed.....and I have not perished with them.

The effect of the loss of Waterloo on Na-

"I had," resumed the Emperor, "conceived a bold manœuvre with the view of preventing the junction of the two hostile armies. I had combined my cavalry into a single corps of twenty thousand men, and ordered it to rush into the midst of the Prussian cantonments. This bold attack, which was executed on the 14th with the rapidity of lightning, seemed likely to decide the fate of the campaign. But I was compelled to change my plan. Instead of making an unexpected attack, I found myself obliged to engage in a regular battle, having opposed to me two combined armies supported by immense reserves. The enemy's forces quadrupled the number of ours. I had calulated all the disadvantages of a regular battle. The infamous desertion of Bourmont forced me to change all my arrangements."

The original abdication at Fontainebleau,

before the departure for Elba, was couched in these words: "The allied powers having proclaimed that

the Emperor Napoleon was the sole obstacle to the re-establishment of peace, the Empe-ror Napoleon, faithful to his oath, declares that he is ready to descend from the throne, to quit France and life itself for the good of the country; but without prejudice to the rights of his son, to those of the Empress as Regent, and to the maintenance of the laws

of the Empire. "Given at our Palace of Fontainebleau, the

4th day of April, 1814."
On the 6th of April this was altered so as to read as follows:-

"The allied sovereigns having declared that the Emperor Napoleon is the sole obsta-cle to the restoration of a general peace in Europe, the Emperor Napoleon, faithful to his oath, declares that he renounces for himself and his heirs the throne of France and Italy; and that there is no personal sacrifice, not even that of life itself, which he is not willing to make for the interests of France.'

This abdication, of course, was not finalthe last and conclusive act having been made in favor of his son, June 22, 1815. The lat-ter, Napoleon II, born in 1811, died July 22, 1832, at the Palace of Schoenbrun. It was after the first abdication, and immediately following the escape from Elba, that the Meniteur, then the organ of Louis XVIII, thus recorded the progress of the returning

Emperor from day to day:—
"The Anthropophagist has Escaped."
"The Corsican egre has Landed."

"The Tiger is Coming."

"The Monster has Slept at Grenoble." "The Tyrant has Arrived at Lyons." "The Usurper has been Seen in the Envi-

rons of Paris. "Bonaparte Advances Toward, but Will Never Enter, the Capital." "Napoleon Will be Under Our Ramparts

To-Morrow. "His Imperial Majesty Entered the Taileries on the 21st of March in the Midst of His Faithful Subjects."

Some of Napoleon's explanatory and exculpatory futterances while in exile have a special value for Americans, and it is interesting at this time to read them. Take for example the following to Las Cases in St. Helena:-

"See in the United States how, without any effort, everything prospers; how happy and peaceful everything is there; it is in reality the public will and interests which govern there. Put the same Government at war with the will, the interests of all, you will immediately see what and confusion and what increase of armies would ensue. Arrived at power, they would have had me a Washington; the words cost nothing, and surely those who said them with such facility did so without knowing either times, or places, or men, or things. If I had been in America, I would willingly have been a Washington, and I should have had but little merit, for I do not see how it would have been reasonably possible to do otherwise. For me, I could be nothing but a crowned Washington. It was not possible in a congress of kings, in the midst of kings conquered or mastered, for me

to be otherwise." And again, to Montholon:—"If I had not conquered at Austerlitz I should have had all Prussia on me. If I had not been victorious at Jena, Austria and Spain would have attacked me in the rear. If I had not triumphed at Wagram-which, by-the-by, was not so decisive a victory-I had to fear that Russia would abandon me, that Prussia would rise against me; and, in the meantime, the English were already before Ant-

'I saw that the destinies of France depended upon me alone. The circumstances in which the country was place I were extraordinary and entirely new. It would be vain to seek a parallel to them. The stability of the edifice of which I was the keystone but depended upon each of my battles. Had I been conquered at Marengo, France would have encountered all the disasters of 1814 and 1815, without those prodigies of glory which succeeded, and which will be immortal. At Austerlitz, at Jena, at Wagram and at Eylau, it was the same. The vulgar failed not to blame my ambition as the cause of these wars, but they were not of my choosing. They were caused by the nature and force of events. They arose out of that conflict of the past and the future, that permanent coalition of our enemies, which compelled us to subdue under pain of being subdued."

The prescience of the following in the advice to his son, dictated to Montholon, is re-

"The whole mass of the people, and the whole army, up to the grade of captain, were on my side. I was not deceived in feeling this confidence. They owe me much. I was their true representative. My dictatorship was indispensable. The proof of this is that they always offered me more power than I desired. In the present day there is nothing possible in France but what is necessary. It will not be the same with my son. His power will be disputed. He must anticipate every desire for liberty.'

Words cost nothing, as Napoleon truly said and the world will soon, no doubt, be favored with the explanations and aphorisms of his defeated successor. That he will leave to his son, in place of the crown he was powerless to keep, a legacy of wise counsel is probable: but whether that son will ever have better opportunities to apply it to government than had his cousin, Napoleon II, time only can determine.

ENGINES, MACHINERY, ETO.

PENN STEAM ENGINE AND BOILER WORKS.—NEAFIE & LEVY, PRACTICAL AND THEORETICAL ENGINEERS, MACHINISTS, BOILER-MAKERS, BLACKSMITHS, CHINISTS. BOILER-MAKERS, BLACKSMITHS, 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, Iron Bollers, Water Tanks, Propellers, etc. etc., respectfully offer their services to the public as being fully prepared to contract for engines of all sizess, 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 rotter. High and Low Pressure Fine Tubular and pared to execute orders with quick despatch. Every description of pattern-making made at the shortest notice. High and Low Pressure Fine Tubular and Cylinder Boilers of the best Pennsylvania Charcoal Iron. Forgings of all size and kinds. Iron and Brass Castings of all descriptions. Roll Turning, excrew Cutting, and all other work connected with the above business.

Drawings and specifications for all work done the establishment free of charge, and work gua-

the establishment free of charge, and work gua-

ranteed.
The subscribers have ample wharf dock-room for repairs of boats, where they can lie in perfect safety, and are provided with shears, blocks, fallz, etc. etc., for raising heavy or light weights.
JACOB C, NEAFIE,
JOHN P. LEVY,
B 151 BEACH and PALMER Streets.

GIRARD TUBE WORKS AND IRON CO., JOHN H. MURPHY, President, PHILADELPHIA, PA.

MANUFACTURE WROUGHT-IRON PIPE and Sundries for Plumbers, Gas and Steam Fitters. WORKS, TWENTY-THIRD and FILBERT Streets. Office and Warehouse, No. 42 N. FIFTH Street.

COTTON SAIL DUCK AND CANVAS, OF ALL tumbers and brands. Tent, Awning, Trunk and Wagon-cover Duck. Also, Paper Manufacturers' Drier Felts, from thirty to seventy-sinches, with Paulins, Belting, Sail Twine, etc.

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No. 16 CHURCH Street (City Stores)

#### THE COAL LEHIGH

Navigation Company Is now prepared to deliver to families in any part of

# the city or Germantown their well-known OLD COMPANY LEHIGH COAL,

Newport Coal,

From their mines in the Wyoming Valey.
As the company MINES, TRANSPORTS AND SELLS its own Coal the public are assured of GOOD QUALITY, FULL WEIGHT, AND PROMCT DELIVERY.

Parties buying Coal at the PRESENT LOW PRICES

Can have it delivered at such time as best suits them during the present season. Orders received at the Company's Office, No. 122 South SECOND Street,

AT THEIR COAL YARDS, No. 964 RICHMOND Street, 8 26 lm] AMERICA Street, above Diamond, Or at the Yard of J. T. Roberts & Bro., Germantown

\$5.50.

## LARGE NUT White Ash, Pure and Clean. Give it a Trial. MITCHELL & WROTH'S COAL DEPOT.

N. E. Cor. NINTH and GIRARD Ave., PHILADELPHIA.

A NTHRACITE COAL, TON OF 2240 LBS DElivered, LEHIGH, Broken and Egg. \$8.00;
Stove, \$8.25; LOCUST MOUNTAIN, Broken and
Egg. \$6.75. Stove, \$6.75; SHAMOKIN and LORBERRY Nut to carters at low prices,
EASTWICK & BROTHER,
Office, No. 228 DOCK Street; Yards, cor. TWENTYSECOND and WASHINGTON Av. 8 20rp tf

R OTHERMEL & MANNING, LEHIGH AND SCHUYLKILL COAL, Depot N. E. Corner NINTH and MASTER, Offices, { 43 South THIRD Street, 724 SANSOM "99tf

PROPOSALS.

PROFOSALS FOR COAL AND KINDLING

DEPOT QUARTERMASTER'S OFFICE,
WASHINGTON, D. C., August 23, 1870.
SEALED PROPOSALS will be received a: this office until 12 M., September 23, 1870, from responsible parties, to keep on hand and deliver as required at the various offices and officers' quarters in this city and at Fort Whipple, Va., three hundred and twenty-two (322) cords of Kindling Wood and nine hundred and ninety-five (995) tons of merchantable White Ash or other anthracite coal of size as able White Ash or other anthracite coal of size as may be called for, free from slate and dust or dirt, and to weigh 2240 pounds to the ton, as follows:

At Fort Whippie, Va., about 40,000 pounds.

To be delivered on orders at various points in this

city about 2,188,800 pounds.

Separate proposals will also be received for the delivery of the entire amount at the Government Corral, corner of Nineteenth and N streets.

Guarantees signed by two responsible sureties for a sum equal to two-thirds of the amount of each bid will be required of each bidder that he will, if successful, execute a contract in accordance with the requirements herein set forth, within six days after the award is made.

The fuel will be inspected, weighed, and measured by an inspector as provided by recent act of Congress, aid payment will be made monthly for quantity received, if in funds, or as soon thereafter as funds are provided for the purpose, on the certificate of the inspector and received of parties to whom delivery has been ordered.
Should the contractor fail to furnish the kind and

quantity of wood contracted for, it will be par-chased in open market and difference in cost charged The right is reserved to reject any or all bids not deemed advantageous to the Government.

Proposals will be addressed to the undersigned, plainly marked "Proposals for Fuel." Bidders are

invited to be present at the opening.

WILLIAM MYERS,

Bvt. Brig.-General U. S. A.,

9 13 6t

Depot Quartermaster. 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 at this Office until 12 o'clock M of MONDAY, the 19th

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.

The channel is to be dredged at the places named to obtain a width of one hundred and flfty (150) feet, and a depth of eighteen (18) feet at mean low water. The material to be removed is mostly sand. It must be

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 payments 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

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

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

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

SAFE STORE. No. 53 SOUTH FOURTH STREET,

> A few doors above Chemut st., Philada. BUILDING MATERIALS.

## R. R. THOMAS & CO., DEALERS IN Blinds, Sash, Shutters

WINDOW FRAMES, ETC., N. W. CORNER OF

EIGHTEENTH and MARKET Streets PHILADELPHIA. 419 12m

ROOFING.

R E A D Y R O O F F N G.—
can be applied to
STEEP OR FLAT ROOFS
at one-half the expense of tin. It is readily put on
old Shingle Roofs without removing the shingles,
thus avoiding the damaging of ceilings and forniture
while undergoing repairs. (No gravel used.)
PRESERVE YOUR TIN ROOFS WITH WELTON'S ELASTIC PAINT.

I am always prepared to Repair and Paint Roofs
at short notice. Also, PAINT FOR SALE by the
barrel or gallon; the best and cheapest in the
market.

W. A. WELTON, No. 711 N. NINTH St., above Coates. 2 175

EASTON & MCMAHON, SHIPPING AND COMMISSION MERCHANTS, No. 2 COENTIES SLIP, New York, No. 18 SOUTH WHARVES, Philadelphia, No. 45 W. PRATT STREET, Baltimore.

We are prepared to ship every description of Freight to Philadelphia, New York, Wilmington, and intermediate points with promptness and despatch. Canal Boats and Steam-tugs furnished at the shortest

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 of 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 because of the street. gluning 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 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 cor-ner of an alley, two feet six inches in width, leading southward into Penn street; thence westward crossing said alley and slong the lot of ground hereinafter described and at right angles with said Broad 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 \$230, silver money.

No. 2. The other of them situate at the northeast corner of the said Broad street and Pean 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 seven-ty-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 feet six inches wide alley. Subject to ground rent

of \$72, silver money.

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 fiveeighths of an inch; thence eastward eighty feet one inch and one-half of an inch; 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 heating 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 subject to a ilen for rent, which on the first day of Long 1570 appeared to \$4000.

subject to a lien 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, depots, depot greunds and other real estate, buildings and improvements whatsoever, and all end showless the converte privileges and frap 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 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, 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 ap-pertaining, and the reversions and remainders, rents, issues, and profits thereof, and all the estate, right, title, interest, property, claim, and demand of every nature and kind whatsoever of the said Comsame and every part and parcel thereof. TERMS OF SALE.

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,

LUMBER. SPRUCE JOIST. SPRUCE JOIST. HEMLOCK. HEMLOCK. 1870

O SEASONED CLEAR PINE. 18
SEASONED CLEAR PINE. 18
CHOICE PATTERN PINE.
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1870 WALNUT BOARDS AND PLANK. 1870 WALNUT BOARDS. WALNUT BOARDS. WALNUT PLANK. UNDERTAKERS' LUMBER. 1870
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CAROLINA SCANTLING, CAROLINA H. T. SILLS, NORWAY SCANTLING. 1870 CEDAR SHINGLES.
CYPRESS SHINGLES.
MAULE, BROTHER & CO.,
NO. 2500 SOUTH Street. 1870 1870

PANEL PLANK, ALL THICKNESSES.—
COMMON PLANK, ALL THICKNESSES.—
1 COMMON BOARDS.
1 and 2 SIDE FENCE BOARDS.
WHITE PINE FLOORING BOARDS.
YELLOW AND SAP PINE FLOORINGS, 1½ and
2½ SPRUCE JOIST, ALL SIZES.
HEMLOCK JOIST, ALL SIZES.
PLASTERING LATH A SPECIALTY,
Together with a general assortment of Building Lumber for sale low for cash. T. W. SMALTZ,
5316m No. 1715 RIDGE Avenue, north of Poplar St.

United States Builders' FIFTEENTH Street, Below Market.

### ESLER & BROTHER. PROPRIETORS.

Wood Mouldings, Brackets and General Turning Work, Hand-rail Balusters and Newel Posts. [9 1 3m A LARGE ASSORTMENT ALWAYS ON HAND, SHIPPING.

LORILLARD STEAMSHIP COMPANY FOR NEW YORK, SAILING EVERY TUESDAY, THURSDAY, AND

SATURDAY, are now receiving freight at FIVE CENTS PER 100 POUNDS, TWO CENTS

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 man

notice—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. OHT.

251

PIER 19 NORTH WHARVES.

# 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, INDIANGLA, LAVACCA, and BRAZOS at as low rates as by any other route. Through bills of lading also given to all points on the Mississuppi river between New Orleans and St. Louis, in connection with the St. Louis and New Orleans Packet Comrany.

For further information apply to WILLIAM L. JAMES,

General Agent, 9 10 6t No. 130 South TaIRD Street.

FOR LIVERPOOL AND QUEENS.
FOR LIVERPOOL AND QUEENS.
Steamers are appointed to sail as follows:
City of Brooklyn. Saturday, Sept. 11, at 10 A. M.
Etan (via Halifax), Tuesday, Sept. 20, at 1 P. M.
City of Brossels, Saturday, September 2p, at 2 P. M.
City of Washington, Saturday, Octt. 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 currency.
First Cabin.
Storman Solution Steerage Solution Steerage Solution Solu

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.

THE REGULAR STEAMSHIPS 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 at 8

A. M.:—
ASHLAND, 800 tons, Captain Crowell,
J. W. EVERMAN, 692 tons, Captain Hinckley,
BALVOR, 600 tons, Captain Ashcroft,
BEPTEMBER, 1870,
Friday, Sept. 2.

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. 30.
Through bills of lading given to Columbia, S. C., the interior of Georgia, and all points South and

outness.
Freights forwarded with promptness and despatch.
Rates as low as by any other route.
Insurance one-half per cent., effected at the office No freight received nor bills of lading signed on

SOUDER & ADAMS, Agents,
No. 3 DUCK Street,
Or WILLIAM. P. CLYDE & CO.,
No. 12 S. WHARVES.
WILLIAM A. COURTENAY, Agent in Charles

PHILADELPHIA AND SOUTHERN
LAR SEMI-MONTHLY LINE TO NEW OR
LEANS, I.a.
The HERCULES will sail for New Orleans direct, on
Saturday September 17, at 8 A. M.
The YAZOO will sail from New Orleans, via Havana,
on Friday, Sentember 2.
THROUGH BILLS OF LADING at as low rates as by
any other route given to Mobile, Galveston, Indiancia, 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 Savannan on Saturday Savannan on Saturday Savannan The TONA WANDA will sail from Savannan on Saturday, September 17.

THROUGH BILLS CF LADING given to all the principal towns in Georgia, Alabams, Florida, Mississippi, Lonisians, Arkansas, and Tennessee in connection with the Central Railroad of Georgia, Atlantic and Guif Railroad, and Florida steamers, at as low rates as by competing lines.

SEMI-MONTHLY LINE TO WILMINGTON, N. C. The PIONKER will sail for Wilmington on Friday, September 18, at d A. M. Returning, will leave Wilmington Friday, September 23.

Connects with the Cape Fear River Steamboat Company, the Wilmington and Weldon and North Carolina Railroads, and the Wilmington and Manchester Railroad to all interior points. 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

WILLIAM L. JAMES, General Agent. No. 130 South THIRD Street. 6 15 PHILADELPHIA, RICHMOND,
AND NORFOLK STEAMSHIP LINE
THROUGH FREIGHT AIR LINE TO THE SOUTH
AND WEST.
INCREASED FACILITIES AND REDUCED RATES PHILADELPHIA, RICHMOND Steamers leave every WEDNESDAY and SATURDAY at 12 o'clock noon, from FIRST WHARF above MAR. KET Street.

RETURNING, leave RICHMOND MONDAYS and THURSDAYS, and NORFOLK TURSDAYS and SATURDAYS.

Ne Bills of Lading signed after 12 o'clock on sailing

No Bills of Lading signed after 13 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 Vir, inia and Tennessee Air Line and Richmond and Danville Railroad.

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

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

Steamships insure at lowest rates.

Freight received dails.

Freight received dails.

State Room accommodations for passengers.

State Room accommodations for passengers.

WILLIAM P. OLYDE & CO.,

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

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

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

6 15

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

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

FOR NEW YORK, VIA DELAWARK

FOR NEW YORK, VIA DELAWARK 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 5th of March.
Through in twenty-four hours.
Goods forwarded to any point free of commissions.
Freights taken on accommodating terms.
Apply to

Apply to WILLIAM M. BAIRD & CO., Agents, No. 182 South DELAWARE Avenue. NEW EXPRESS LINE TO ALEXAN dria, Georgetown, and Washington, D. C., via Chesapeake and Delaware D. 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 rom the first wharf above Market street.

Freight received daily.

No. 14 Norch and South WHARVES.

HYDE & TYLER, Agents at Georgetown; M. ELDRIDGE & CO., Agents at Alexandria. NEW EXPRESS LINE TO ALEXAN

CORDAGE, ETC. WEAVER & CO.,

ROPE MANUFACTURERS

SHIP CHANDLERS, No. 29 North WATER Street and No. 28 North WHARVES, Philadelphia. ROPE AT LOWEST BOSTON AND NEW YORK

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

EDWIN B. FITLER & CO., Factory, TERTH St. and GERMANTOWN Avenue. Store, No. 23 M. WATER St and 22 N DELAWARE

AUD FION SALES, M. S. FOURTH STREET.

Sale at the Auction Rooms.

SUPERIOR HOUSEHOLD FURNITURE, FRENCH
PLATE MIRRORS, Wardrobes, Brokcases, Succeorads, Extension Tables, Office Furniture, China,
Glassware, Bedding, Plate-glass Show Case,
Stoves, Fine Carpets, etc.
On Thursday Morning,
September 15, at 9 o'clock, about 150 lots superior
Household Furniture, comprising a general assortment.

Also, Large Sail Boat, sail, spars, oars, etc. Also, Large Model Ship and glass case, 19 13 2t Also, Large Mahogany Bookcase, glass doors.

Special Sale at the Auction Rooms.
HOTEL FURNITURE, ETC.
On Friday Morning,
Sept. 16, at 1870, at the auction rooms (second story), at 10 o'clock, the entire furniture of a hotel, comprising walnut parlor furniture, sideboards, centre tables, dining-room chairs, 36 suits cottage furniture, mattresses, bolsters and pillows, comfortables, blankets, sheets, china, glassware, etc.
Now arranged for examination.

9142t Now arranged for examination.

THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1110 CHES-NUT Street; rear entrance No. 1107 Sansom street.

Sale No. 11to Chesnut street.

HANDSOME NEW AND SECONDHAND HOUSEEOLD FURNITURE, Brussels, Ingrain, and Venetian Carpets: Rosewood Piane Fortes, French
Piate Mantel and Pier Mirrors; Spring, Hair, and
Husk Mattresses; Bedding, Fine Süver Piated
Ware and Table Cutlery; Office Tables and Bookcases, Oil Paintings, Engravings, Chromos, Etc.;
Kitchen Furniture, Stoves, Etc.

On Friday No. 1995.

On Friday No ning, At 9 o'clock, at No. 1110 Chesnut street, will be sold, a large and superior assortment of Furniture for parlor, chamber, library, dining-room, and kitchen; also, carpets, mirrors, rosewood pianos, silver plated ware and cutlery, office furniture, paintings, engravings, etc.
SECONDHAND FURNITURE -Also, a large stock of furniture from families declining house-

ELEGANTLY CARVED CHAMBER SUIT .- At o'clock will be sold a suit of varnished chamber furniture, three pieces, made by Henkels. TRENTON CHINA WARE.—At 9 o'clock, will be sold an assortment of Trenton chins.

SEWING MACHINE.—Also, at 1 o'clock, one new Wheeler & Wilson sewing machine.

9 14 2t

BUNTING, DURBOROW & CO., AUCTIONEERS, Nos. 252 and 234 MARKET street, corner of Bank street. Successors to John B. Myers & Co. LARGE SALE OF BRITISH, FRENCH, GERMAN
AND DOMESTIC DRY GOODS.
On Thursday Morning, [9 9 50]
September 15, at 10 o'clock, on 4 months' credit.

IMPORTANT SALE OF CARPETINGS, OIL CLOTHS, ETC.,
On Friday Morning,
Sept. 16, at 11 o'clock, on 4 months' credit, about 200 pieces ingrain, Venetian, list, hemp, cottage, and rag carpetings, oil cloths, rugs, etc. 9 19 5t

LARGE SALE OF FRENCH AND OTHER EURO-PEAN DRY GOODS. On Monday Morning, [9 13 5t Sept. 19, at 10 o'clock, on four months' credit.

MARTIN BROTHERS, AUCTIONEERS.—
(Lately Salesmen for M. Thomas & Sons.)
No. 704 Chesnut st., rear entrance from Minor. CHANGE OF DAY.

Our Regular Weekly Sales at the Auction Rooms
will hereafter be held

EVERY MONDAY.

EXTENSIVE SALES.
CHOICE COLLECTION OF
FINE MODERN OIL PAINTINGS
AT AUCTION,
On Thursday and Friday, September 15 and 16,
Morning at 10 and Evening at 7%,
At the Auction Rooms, No. 704 Chesnut street,
WE WILL SELL WITHOUT RESERVE,
A SELE\_TION
OF

ONE HUNDRED AND SEVENTY-FIVE FINE MODERN OIL PAINTINGS, All Elegantly Mounted IN RICH GOLD GILT FRAMES.

The collection of paintings embraces specimens by well-known artists of Europe and America. THE SUBJECTS are Landscapes, Marines, Cattle, Fruit, Game, Figures, Views from Nature, Scriptural Pieces, etc. Will be on exhibition Tuesday and Wednesday, day and evening.

TRADE SALE OF POCKET AND TABLE CUT-LERY, HEAVY AND SHELF HARDWARE, AND OTHER GOODS. On Thursday and Friday, September 22 and 23, at 10 o'clock, at the Trade September 22 and 25, at 10 0 clock, at the Trade Salesrooms, No. 704 Chesnut street, by catalogue, an extensive assortment of hardware and cutlery, including heavy and shelf hardware, fine grades of table and pocket cutlery, Wade & Butcher cutlery, ivory and other table cutlery, plated ware, tea trays,

shovels, tacks, Britannia ware, and other goods mited to this trade.

Catalogues ready day previous to sale.

9 9 6t

Sale on the Premises, No. 1215 Green street, SUPERIOR MODERN RESIDENCE AND FURNI-SUPERIOR MODERN RESIDENCE AND FURNITURE,
On Tuesday Morning,
September 20, at 10 o'clock, on the premises, will be sold that very superior and well-built three-story brick residence, with attics and three-story brick back buildings and lot of ground, 17 feet front and \$1 feet deep situate on the north side of Greenstreet, west of Twelfth street, No. 1215. The residence is in excellent order, and has every modern improvement and convenience. Full description in handbills now ready at the auction rooms.
SUPERIOR HOUSEHOLD FURNITURE, ELEGANT PIANO-FORIE, FINE CARPETS, ETC. Immediately after the sale of the residence, the superior household furniture, suit of walnut and hair-cloth parlor furniture, elegant rosewood piano-

hair-cloth parlor furniture, elegant resewood plano-forte, made by Albrecht, Reikes & Schmidt; fine English Brussels and other carpets, china and glass-ware, sideboard, fine oil paintings and engravings,

oil cloths, kitchen utensils, etc. BY BARRITT & CO., AUCTIONEERS
CASH AUCTION HOUSE,
No. 230 MARKET Street, corner of Bank street.
Cash advanced on consignments without extra
charge.

LARGE SALE.

1600 CASES, BOOTS, SHOES, BALMORALS, RUB-BERS, HATS, CAPS, ETC. To be sold by Cata-On Thursday Morning, September 15, 1870, commencing at 10 o'clock, on two months' credit. 9 13 24

FURS! FURS! FIRST LARGE TRADE SALE AMERICAN AND IMPORTED FURS, CARRIAGE SLEIGH ROBES, ETC.

By Catalogue, On Friday Morning, September 16, 1870, Commencing at 19 o'clock. 9 3 11t CONCERT HALL AUCTION ROOMS, No. 1218
OHESNUT Street.
T. A. McCLELLAND, AUCTIONEER.
Personal attention given to sales of household furniture at dwellings.
Public sales of furniture at the Auction Rooms.
No. 1219 Chesnut street, every Monday and Thurs-

day.

For particulars see "Public Ledger."

N. B.—A superior class of furniture at private sale O S E P H P E N N E Y
AUCTIONEER,
No. 1307 CHESNUT STREET. [6 28 tf N ST. LOUIS,

AUCTION HOUSE OF HARVEY & TYLER, Nos. 119, 121, and 123, corner FIFTH and PINE Streets, ST, LOUIS, MISSOURL

We have a large and commodious Building erected by us expressly for the Auction and Commission business.

St. Louis is known to be the most reliable auction

Cash advanced on Consignments,
Our Commissions from six to ten per cent.
We refer to the Bankers and Merchants of St. Louis, Mo. 782 CHESNUT Street, Philadelphia 8 12fmw2m

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AUOTIONEERS AND COMMISSION MERCHANTS:
Eusiness strictly Commission. All auction sales excisively for cash.
Consignments solicited for auction or private sales.
Regular auction sales of boots, shoos, and hats ever structured and called the sales of boots, shoos, and hats ever structured and called the sales of the sales and called the sales of the sales and called the sales at the sales and called the sales at the sales