The Overthrow of the Germanic Confederation in 1866—Political History of Germany During the Four Previous Years.

The last London Athenaum contains an exceedingly interesting review of a work just published by Sir Alexander Malet, entitled 'The Overthrow of the Germanic Confederation by Prussia in 1866." We quote it en-

The appearance of this work is exceedingly well-timed. At the present moment, the history of the war of 1866 between Prussia and Austria is interesting in the highest degree, both as laying bare the policy of Prussia, and discovering the means by which that policy can be carried out. The political history of Germany during the years 1862-1866 is the theme of Sir Alexander Malet, late her Majesty's Envoy Extraordinary to the Diet at Frankfort; and he also furnishes valuable military information with regard to that part of the war of 1866 in Northern and Western Germany, and devotes a chapter to the military growth of Prussia. Sir Alexander Malet commences with a brief sketch of the Constitution-of the Diet of the Germanic Confederation. This chapter. however, would be mere appreciated by the antiquarian than the general reading public, and does not call for particular notice. The history also of the spoliation of Denmark, which follows, is in a certain sense a thing of the past-a regretted, but an accepted, accomplished, and irrevocable The chapters, however, devoted to this subject are interesting both on account of the singularly excellent opportunities possessed by the author for becoming acquainted and forming an opinion of the facts, and also on account of the part played by our own Government, and because it was the first act of the drama which culminated only a few weeks ago in the virtual union of all Germany. It is only fair to Sir Alexander Malet to give the following extract from his preface: -"Time has already revealed many mysteries inex-

"Time has already revealed many mysteries inex-plicable at the period in which the events occurred, and relieved me from the duty of silence on circum stances of which at the time I gained knowledge only from my official position."

The Schleswig-Holstein question was stated by Lord Palmerston to have been one which was thoroughly understood by himself and another person who at the time of its complete development was dead. We shall not seek, therefore, to analyze the matter, and shall content ourselves with pointing out the dishonesty of the German powers, the questionable conduct of the Emperor Napoleon, and the feeble misleading policy of Earl Rus-

Count Bismarck embraced the opportunity afforded by the dispute with Denmark to lay the foundation of Prussian supremacy in Germany, and made use of the terror entertained by Austria of a democratic movement to render her an unconscious accomplice in Prussian aggrandizement. The feelings which actuated Count Bismarck are plainly, forcibly, and, we believe, correctly stated by the author: -

"M. de Bismarck's whole soul glowed with the passionate resolve to expel Austria from Germany. It was not in his character to hesitate as to means; and neither moral nor material obstacles diverted him from his object. In fact, he entered on the contest unincumbered by scruples of any kind. To raise Prussia to the political status which he thought that his country ought to hold, was his religion. He entered the path of action with the fervor of a Mohammed enforcing a novel faith, and, like Mohammed, he succeeded."

The first step towards carrying out his object was an association with Austria in regard to the Schleswig-Holstein affair; Austria being simply used to assist in drawing out of the fire chestnuts of which she was destined never to have a share. The co-operation of Austria having been secured, the next step was to make a cloak of the Diet to the highhanded proceedings contemplated; the Diet itself being afterwards cast on one side as a useless and cumbersome garment. The matter, as regarded Schleswig at least, partook of an international nature, though it suited the Germans to deny this obvious fact. It was necessary, therefore, to prevent the intervention of France, bound not only by the treaty of London, in 1852, to guarantee the integrity of Denmark, but also by the memory of past friendship and great sacrifices, to prevent the spoliation of her steadfast ally. Sir Alexander Malet explains the of France to interfere, and refusal this explanation, though founded only on surmise, is probable enough when read by the light of subsequent events. Even the surmises, moreover, of one in Sir A. Malet's pesition, and possessing special means of in-formation and peculiar opportunities for drawing just inferences, are worthy of consideration. The explanation is given in the

following passage:-"There exists, however, a very general persuasion that M. de Bismarck has already found means to influence the imperial mind. It has been surmised that his own schemes of aggrandizement for Prussia, at the expense both of Denmark and of Germany, had been more than hinted at, and that visions of possible territorial advantages to accrue to France may have been held out to the Emperor, and entertained by him, in case Prussia was left free to pursue her own course without interruntion. free to pursue her own course without interruption. To reasons such as these, it is imagined, may in great measure be ascribed the quiescent attitude taken by the Imperial Government in this ques-

The official utterances of the Emperor. through his ambassador in London, offer the following justification of his conduct:-

"The Emperor has always been disposed to pay great regard to the feelings and aspirations of na-tionalities. It is not to be denied that the national feelings and aspirations of Germany tend to a closer connection with the Germans of Holstein and of Schleswig. The Emperor would feel repugnance to any course which should bind him to oppose in arms the wishes of Germany. It may be comparatively easy for England to carry on a war which can never go beyond maritime operations of blockade and capture of ships. Schleswig and England are far apart from each other. But the soil of Germany touches the soil of France, and a war between France and Germany would be one of the most burdensome and one of the most hazardous in which the French Empire could engage."

This passage must possess a mournful significance for the French at the present moment. The insincerity and dishonesty of the German sovereigns-for they must all share the guilt, though by a fitting retribution they shared none of the profits, of the spoliation of Denmark-are clearly indicated in the pages of the work before us. By means of the opening given by Holstein, they de-termined and contrived to bring Schleswig within the scope of their operations. It must, however, be admitted that the impulse given to interference in the matter of Schleswig came from below-was demeeratic and at the same time sentimental in its nature; and it was difficult for the princes of Germany to resist, without risk to their thrones. Considering the astuteness of the politicians engaged in the disgraceful busimess, it is evident that it is to their conduct, rather than to their words or documens, that we must look for evidence of their dishonesty. The following passages are nevertheless interesting and deserving of attention. Extract from a letter from the British Ambass stor as

mixed up together for so long past, it is impossible for Germany to abandon its right to interfere." Extract from the British Ambassador at Vienna to Earl Russell, giving an account of a subsequent interview with Count Rechberg: "That as to Schleswig or Jutland, there was no thought of entering either country."

From the beginning Earl Russell endeavored to separate the questions of Schleswig and Holstein; the right of the Diet to act as it thought fit with regard to the latter Duchy he frankly acknowledged. The Schleswig question he, however, firmly asserted was one of an international nature, and should be dealt with in concert with the signaturies of the treaty of London. He for a long time strove to procure the assent of Germany to mediation, but received in return the most insulting neglect of his representations, and a contemptuous indifference, which has gone far to lower the influence of British diplomacy on the Continent. It is true that ha was not, save in one instance, treated with verbal discourtesy, but in substance the replies he received were-"This is no concern

of yours; mind your own business." Sir A. Malet writes to Earl Russell from Frankfort:-

"The tension of the public mind is very great, and I am bound to say that there is a wonderful indifference to our representations, while they are at the same time resented as interfering with a cherished project. There is an absolute persuasion that England will not interfere materially, and our counsels, regarded as unfriendly, have no weight."

On one occasion Sir A. Malet was actually told by the Bavarian envoy to the Diet that he looked on Lord Russell's despatches as so much waste-paper-an expression for which Sir A. Malet, however, required and obtained an ample apology. The Bavarian Minister was, however, correct in his description of Earl Russell's representations and threats. Finding that mediation was unavailing, Earl Russell betook himself to threats. Memorandum presented by Sir A. Buchanan to Count Bismarck, November 24, 1863:-

oud Federal troops enter Holstein on purely Federal grounds, her Majesty's Government would not interfere; but should it appear that Federal troops had entered the Duchy on international ds, her Majesty's Government may be obliged

Again, see Earl Russell to Sir A. Buchanan, Dec. 25, 1863:-"Any precipitate action on the part of the German

"Any precipitate action on the part of the Grand Confederation at the present moment may lead to consequences fatal to the peace of Europe, and may involve Germany, in particular, in difficulties of a most serious nature."

The following extracts from Earl Russell's correspondence with the British Ambassador at Paris, under date Jan. 24, 1864, are worthy of notice: -

"Her Majesty's Government seek for the concert and co-operation of France, Russia, and Sweden, in order to give, if necessary, material assistance to Denmark in the resistance of such dismemberment. "I answered that I alluded to material support, but that I would define the case in which such a support should be given in a despatch which I had prepared for the cabinet, to be afterwards sub-

mitted for the sanction of the Queen. Finding that the threats of England were looked upon as so much brutum fulmen Earl Russell took lower ground, and made the grant of any material assistance to Denmark to depend on the concurrence of France and Russia. These powers, however, refused that concurrence, and Earl Russell's warlike intentions oozed out of his fingers' ends like "Bob Acres" courage. England had, nevertheless, as is apparent from the Danish Ambassador's despatch, dated February 11, 1864, promised unconditional aid if Schleswig were at-

"Recently, too, the Cabinet of London gave it to be understood at Frankfort that, in the case of an attack of Schleswig, Denmark would not be left alone in the contest."

tacked:-

Schleswig was attacked and England made no sign. The history of the operations in Western and Northern Germany in 1866 is clearly told, and forms an interesting supplement to Cap-tain Hozier's history of the war. Sir A. Malet was living at the time at the scene of action-was personally acquainted with many of the actors in the campaign-and, though a civilian, shows in general considerable talent for describing and analyzing military

For the political manœuvres which preceded the outbreak of war, and the conduct of Count Bismarck toward his inoffensive neighbors, we refer the reader to the book itself. As to the campaign, it was a strong illustration of the inefficiency of the Federal military organization. Other causes, however, equally contributed to the failure. Speaking of the troops acting under orders of the Diet, Sir A. Malet says:-

"When the Diet's decision, of June 14, called these roops into immediate activity, the faultiness of Federal military arrangements became instantly apparent, and it was manifest that a much longer term would be required to propare the several contingents to take the field in such an efficient state of preparation as modern warfare demands. The assembling and training of horses, especially, was very imperfectly accomplished, and the cavalry, artillery, and train were accordingly ill provided, and their efficiency proportionately imperfect."

The force was divided into two armies: one under Prince Alexander of Hesse, the other, consisting entirely of Bavarians, under the command of Prince Charles of Bavaria. The chief command of both armies was also vested in the latter Prince. The choice of a commander-in-chief was unfortunate. Prince Charles was old, slow, obstinate, and of no experience in modern warfare. The result was, that though far superior in numbers, he was everywhere worsted by the inferior Prussian forces. By his neglecting to send aid to Hanover, moreover, he contributed in great measure to the surrender of the gallant contingent which that kingdom had placed in the field. Another cause of Prussian success was the treachery or incapacity of Prince William of Baden, who commanded the Baden division of the army of the Diet. At the commencement of the campaign he retired from Giessen without orders, thereby uncovering the left of Prince Alexander's army and the City of Frankfort: later on, in the actions on the Tauber, he withdrew without orders, after a merely formal resistance, thereby causing the retreat the army from the line of that river. Lastly, the next day he, without any cause, declined to support a Bavarian division which sent urgent demands for assistance to him. The theory of treachery is strongly supported by a very significant passage in the book under review: -

"The humbled Southern States of Germany, with the exception of Baden, addressed themselves to France, as a mediator between them and the conquering power. Baden has good grounds for reliance on the family ties existing between the house of Hohenzollern and the Grand-Ducal family, and for believing that their State would be leniently treated."

The staff of the Confederate army does not appear to great advantage in the history of the present campaign. For this apparently the two chief generals are not responsible. As well as other defects, it must be attributed to the vicious system of Federal military organization. Prince Alexander of Hesse, in a published journal of the campaign,

Vienna to Earl Russell, giving an account of an interview with Count Reenberg, the Austral Premier.—

"His Excellency is as unwilling as ever to admit that the interests of Schleswig are disconnected from those of Holstele, and consequently of Germany, and he considers that, as they have been allowed to select the members of his personal staff,

his aides-de-camp and every functionary of the army being named by the various military authorities in the States whose contingents were placed under his orders. These several contingents varied in their words of command, in their system of manceuvring, in the calibre of small arms, in their artiliery system. The whole body of the 8th Corps presented an assemblage of troops from which excellent material might have been selected, but which would have needed far more time than was allowed to its chief to mould it into the homogeneity necessary for successful military action. No officer or man of the whole body, save of the Austrian division, had ever been in action, and it was twenty-six years since the been in action, and it was twenty-six years since the corps had been assembled. What results could he hoped for from such derects in the essentials of

A useful warning is given to us in the fore-going passage, as well as in several others scattered over this book, which show that success in war can only be obtained by careful preparation in time of peace.

Among the most regretable episodes of this war is the treatment of the free City of Frankfort by Generals von Falkenstein and Manteuffel. In giving an account of this instance of Prussian brutality, Sir A. Malet relates that of which he, being on the spot, was personally cognizant. On less authority than this we should hesitate to accept the confirmation of the newspaper statements of the time.

It would be painful to attempt a detail of the various acts of ill-treatment which Frankfort, which had been entered without opposition, suffered at the hands of the imitators of the ruffians of the Thirty Years' War. It is sufficient to say that Sir A. Malet amply confirms all that was stated at the time, and to mention merely that General Mantenffel threatened pillage and bombardment if £2,100,000 were not paid by the citizens within twenty-four hours. It is pleasant to be able to state that this exaction was ultimately remitted at the personal intercession of the kind-hearted Queen of Prussia.

In his chapter on the Prussian army, the author tells us little which those who have studied military matters did not know before. The history of the progress and development of the Prussian military system is not, however, without interest to the general reader. The principal change effected in the system of Scharnhorst is that by which the service in the reserve is extended from two to four years, and the forming of the landwehr into a separate army, instead of placing it in division as formerly with the regular troops. With regard to the extension of the service in the reserve, General von Moltke gives the following weighty testimony in favor of thoroughly trained soldiers:-

"On our side, we heard everywhere the cry. Where is the Captain? what said the Captain as so where we should go?" This instinct of hanging together under all circumstances cannot be drilled into a man; it must be the habit of his life."

The advantages of the localization of corps which has been recommended for our own service, are urged in a passage which well merits the attention of Mr. Cardwell: -

"The highly valuable element which the French call eprit decorps is nowhere better understood or maintained than in the Prussian army. Each regiment is indeed localized, and has its own peculiar recruiting district, and its own Landwehr, wherein serve the time-expired men of the line regiments and of the Guard." and of the Guard. The system of calling up the reserve appears admirable, and may furnish a worthy example for us in the organization of our re-

serve force:-"A telegraphic signal from headquarters puts the "A telegraphic signal from headquarters puts the whole machinery in operation at once. In the Landwehr offices of every village the summonses for assembly lie constantly ready, and have only to be distributed. Every individual attached to the commissariat, the hospitals, or field post offices, or any other employ, in case of war, knows his destination beforehand, and only requires notice to present himself."

We will conclude this necessarily imperfect review of a valuable book by giving an extract which it would be, perhaps, well if our military authorities would reflect on:—

"In squad and company drill and in gymnastics, which are carefully attended to, the subaltern offcers and captains invariably discharge duties left in the English army to the under-officers. By this sys-tem men and officers become more familiarized with each other, and this is immensely in favor of the Prussian system in the wear and tear of actual

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REAL ESTATE AT AUGTION. TRUSTERS SALB

ESTATE FREEDOM IRON AND STEEL COMPANY. The undersigned, Mortgagees and Trustees under the mortgage of the FREEDOM IRON AND STREL COMPANY, which bears date February 1, 1867, under and pursuant to a request and notice of creditors, given under the provisions of the said mortgage, for default of payment of interest, Will sell at public saie, at the Philadelphia Ex

hange, on TUESDAY, the 27th day of September, A. D. 1870, at 12 o'clock noon, by

M. THOMAS & SONS, Auctioneers. All the lands, tenements, hereditaments, and real estate of whatsoever kind-and wheresoever situate and being of the said Freedom Iron and Steel Company, and all the buildings, machine shops, machinery, fixtures, forges, furnaces, grist mill, ore rights. stationary engines, saw mills, railroads and cars of every kind belonging to the said Company granted in mortgage by the said Company to us by the said mortgage, viz. :-

About thirty-nine thousand (39,000) acres of land in Mifflin and Huntingdon counties, Pennsylvania, on which there are erected extensive steel works, four (4) charcoal blast furnaces, and numerous shops and buildings, to wit:-

The property known as the Freedom Iron and Steel Works, in Mifflin county, Pennsylvania, comprising two hundred and eighty-nine (289) acres of

One (1) charcoal blast furnace, Bessemer steel converting house, hammer shop, rail and plate mill, steam forge, tyre mill, water-power bloomery, caststeel works, foundry and machine shops, old forge, smith shop, carpenter shop, store with warehouse attached, mansion house, offices, 64 dwelling houses, saw-mill, lime-kiln, stables and other buildings, with stationery engines, machinery, and fixtures.

Also, the property known as the Greenwood Ore Bank, in Union township, Mifflin county, containing 91 acres of land, and 20 dwelling houses and stables. Also, the property known as the Week's Saw Mill in the same county, containing 2352 acres of land, with mill and all the machinery and appurtenances thereof. With two small tracts of land in Derry township, Mifflin county, each containing about one acre, more or less, respectively known as the Cunningham and Ryan lots, and two small tracts of land, containing about one acre and one-fourth of an acre, respectively, known as the Hostetter lot, and the Stroup House and lot, in Union township, Mistlin county. Also, about 17,400 acres of unseated lands, in

Mimin county. Also, the right to take ore on the Muthersbaugh farm, in Decatur township, Millin county, at a

royalty of 25 cents per ton. Together with about 907 acres of land, in Huntingdon county, known as the Greenwood Furnace tract, with two charcoal blast furnaces, known as the Greenwood Furnaces, with engines and fixtures, with mansion house, 17 stables, carpenter shop, blacksmith shop, 82 dwelling houses, offices and store, one grist mill, with stable and buildings of every description, railroad and ore cars.

Also, the property known as the Monroe Furnace, in Barre township, Kuntingdon county, containing about 179 acres of land, with nine dwelling-houses, stables, carpenter shop, smith shop, store and office building.

Also, about 17,200 acres of land, in Huntingdon county (of which 637 acres are seated and partly improved). Together with all and singular the corporate rights, privileges, and franchises of the said Company.

The foregoing properties will be sold in one parce or lot, in payment of the bonds of the said Freedom Iron and Steel Company, amounting to \$500,000, with interest from February 1, 1869, secured by the said mortgage to the trustees, under the terms of which this sale is made, the said mortgage being a first mortgage on the said property. The terms of sale of the property above described will be as fol-

\$2000 in cash, to be paid when the property is truck off. The balance te be paid in cash upon the execution of the deed to the purchaser. The Trustees will also sell at the same time and place, and under the same request and notice of

creditors, all the right, title, and interest of the Trustees, as mortgagees in trust, of, in, and to the following described properties, viz.:-The property known as the Yoder Farm, in Brown township, Mifflin county, containing 158 acres, 124

perches, composed of two tracts as follows:-Beginning at stone in road, thence by land of John D. Barr, north 53 degrees east, 102 5-10 perches to stone; thence by land of Joseph B. Zook, north 441/ degrees west, 202 3-10 perches, to stone; thence by land of John Hooley, south 46% degrees west 102 1-10 perches, to stone; thence south 44% degrees east, 190 6-10 perches, to the place of beginning-containing one hundred and twenty-five acres and twelve

perches net measure. Also all that other certain tract of land adjoining above, beginning at stone in road, thence up said road, north 44% deg. west, 67 5-10 perches, to stone; thence by land of John Heoley, south 45% deg. west, 79 6-10 perces to stones; thence by land of David-L Yoder, south 42% deg. east, 66 8-10 perches, to stone in road; thence along said road and by land of Gideon Yoder, north 4614 deg. east, 81 1-10 perches, to the place of beginning-containing thirty-three acres and one hundred and twelve perches, net mea-

The same being subject to mortgage given to secure bonds, amounting to \$11,738-34, upon \$3800 of which interest is due from April 1, 1869, and on balance of said bonds interest is due from April 1,

Also, the property known as the Williams farm, as follows:-

All that certain tract of land situate in Derry township, Mifflin county, Pa., bounded and described

as follows :-

Beginning at a chesnut, corner of lands of Philip Martz, thence by lands of William Henney and Samuel McManamy, north 37 degrees west, 1931/2 perches, to a hickory; thence by lands of Samue McManamy, north 17 degrees west, 17 perches; thence by land of James M, Martin, south 75 degrees west, 22 perches, to a post; thence by land of Johnston Sigier, south 57 degrees west, 169 perches to a hickory; thence by lands of Peter Townsend's heirs, south 37 degrees east, 91 perches, to stones; thence by land of heirs of John McDonell, deceased, and Mrs. Mclivain, north 60 degrees east, 98% perches, to a post; thence by land of Philip Martz, north 70% degrees east, 89% perches, to the place of

beginning-containing one hundred and seven acres and twenty-nine perches of land, and allowance. This property is charged with a mortgage, given to secure bonds for \$1250, with interest at 6 per cent. per annum, from November 8, 1868. Also, the property known as the Stroup Ore Bank, in Union township, Mifflin county, containing about

nine acres and eighty-nine perches. The last named property is subject to a mortgage given to secure a bond for \$1000, bearing interest at

the rate of 6 per cent. per annum from July 28, The terms of sale of the last three described properties will be as follows:-

Twenty-five dollars in cash to be paid upon each when they are respectively struck off. The balance of the purchase money of each to be paid in cash upon the execution of the conveyance to the purchaser.

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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

MESSES, THOMAS & SONS, Auctioneers.

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 street eighty-eightfeetone 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 alley, 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 Broad street. 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

the place of beginning. Subject to a Ground Rent of \$280, silver 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 eastward 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 feet six inches wide alley. Subject to ground rent of \$72, silver money.

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 five eighths of an inch; thence eastward eighty feet one inch and one-half of an inch; thence northward, at right angles with sald Coates street, nine feet to the south side of Coates street, and thence westward along the south side of said Coates street ninety feet

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.

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where they can be seen. The sale of them is made subject to a lien for rent, which on the first day of July, 1870, amounted to 2600.

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 and singular the corporate privileges and franchises 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, implements, and materials connected with the proper

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. mentioned premises and estates belonging and appertaining, 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 Company, as well at law as in equity of, in, and to the same and every part and parcel thereof.

TERMS OF SALE.

TERMS OF SALE.

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Steamers are appointed to sail as follows:—
Etna (via Halifax), Tuesday, Sept. 20, at 1 P. M.
City of Brussels, Saturday, September 24, at 2 P. M.
City of Washington, Saturday, Oct. 1, at 10 A. M.
City of Baltimore (via Halifax), Tuesday, October
4, at 1 P. M.
and each succeeding Saturday and alternate Tuesday, from pier No. 45 North river.

day, from pier No. 45 North river. RATES OF PASSAGE. Payable in gold. Payable in currency.
First Cabin. \$75 Steerage. \$30
To London. \$0 To London. \$5
To Paris. \$0 To Paris. \$8
To Halifax. \$20 To Halifax. \$15
Passengers also forwarded to Havre, Hamburg,
Bremeb, etc., at reduced rates.
Tickets can be bought here at moderate rates by persons wishing to send for their friends. Payable in gold.

persons wishing to send for their friends,
For further information apply at the company's JOHN G. DALR, Agent, No. 15 Broadway, N. Y.; Or to O'DONNELL & FAULK, Agents, No. 402 CHESNUT Street, Philadelphia.

NEW EXPRESS LINE TO ALEXAN oria, 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. Nashville, Dalton, and the Southwest.
Steamers leave regularly every Saturday at noon
'rom 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.

FOR NEW YORK,
wis Delaware and Raritan Canal.
EXPRESS STEAMBOAT COMPANY.
The Steam Propellers of the line will commence loading on the 8th 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. Freights received at low rates.

WILLIAM P. CLYDE & CO., Agents,
No. 128, DELAWARE Avenue.

JAMES HAND, Agent,
No. 119 WALL Street, New York.

3 45

FOR NEW YORK, VIA DELAWARE 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 compence loading on the 8th of March.

Through in twenty-four hours. Goods forwarded to any point free of commissions Freights taken on accommodating terms.

Apply to

WILLIAM M. BAIRD & CO., Agents, No. 139 South DELAWARE Avenue. Baltimore, Havre-de-Grace, Delaware City, and inermediate points.

WILLIAM P. CLYDE & CO., Agents.

Captain JOHN LAUGHLIN, Superintendent.

Office, No. 12 South Wlarves Philadelphia. 4 115

SHIPPING. LORILLARD STRAMSHIP COMPANY

FOR NEW YORK,

SAILING EVERY TUESDAY, THURSDAY, AND SATURDAY.
RATES TEN CENTS PER 100 POUNDS, FOUR CENTS PER CUBIC FOOT, ONE CENT PER GALLON, SHIP'S OPTION.
INSURANCE BY THIS LINE ONE-EIGHTH OF ONE PER CENT.

Extra rates on small packages iron, metals, etc. No neceipt or bill of lading signed for less than bity cents.

Goods forwarded to all points free of commissions, Through bills of lading given to Wilmington, N. C., by the steamers of this line leaving New York triweekly. For further particulars apply to JOHN F. OHI.

PIER 19 NORTH WHARVES, N. B.—The regular shippers by this line will be

N. B.—The regular shippers by this line will be charged the above rates all winter.

Winter rates commence December 15. 28 \$ 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 in
connection with South Carolina Railroad Company.
ALFRED L. TYLER,
Vice-President So. C. RR. Co.

PHILADELPHIA AND SOUTHERN
MAIL STEAMSHIP COMPANY'S REGULAR SEMI-MONTHLY LINE TO NEW OR.
The YAZOO will sail for New Orleans direct, on Tuesday September 27, at 8 A. M.
The ACHILLES will sail from New Orleans, via

Havana on ____, September ____ THROUGH BILLS OF LADING at as low rates as by any other route given to Mobile, and to all points on the Mississippi river between New Orleans and St. Louis. Red River freighte reshipped at New Orleans without charge of commissions WEEKLY LINE TO SAVANNAH, GA.
The TONAWANDA will sail for Savannah on Saturday, September 24, at 8 A. M.
The WYOMING will sail from Savannan on Saturday, September I7.

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

SEMI-MONTHLY LINE TO WILMINGTON, N. C. The PIONEER will sail for Wilmington on Friday, September 30, at 6 A. M. Returning, will leave Wilmington Friday, October 7.

Connects with the Cape Fear River Steamboat Company, the Wilminston 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 as low rates as by any other route. Insurance effected when requested by shippers. Bills of lading signed at Queen street wharf on er before day of sailing.

WILLIAM L. JAMES, General Agent. No. 180 South THIRD Street. 6 15 PHILADELPHIA AND CHARLESTON
STEAMSHIP LINE.
This line is now composed of the following firstclass Steamships, sailing from PIER 8, above
Arch street, on SATURDAY of each week at 8

A.M.:—
ASHLAND, 800 tons, Captain Crowell.
ASHLAND, 800 tons, Captain Crowell.
J. W. EVERMAN, 692 tons, Captain Hinckley.
SALVOR, 600 tons, Captain Ashcroft.
SEPTEMBER, 1870. LEOPARD, SATURDAY, September 24.
Through bills of lading given to Columbia, S. C., the interior of Georgia, and all points South and

outhwest. 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 SOUDER & ADAMS, Agents,

Or WILLIAM. P. CLYDE & CO., No. 12 S. WHARVES. WILLIAM A. COURTENAY, Agent in Charles PHILADELPHIA, RICHMOND,
AND NORFOLK STEAMSHIP LINE
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 TUESDAYS and SATURDAYS.
No Bills of Lading signed after 12 o'clock on sailing
days.

days.

THROUGH RATES to all points in North and South
Carolina, via Seaboard Air Line Railroad, connecting at
Portamouth, 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 LOWHE
RATES THAN ANY OTHER LINE.
No charge for commission, drayage, or any expense of
ransier.
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. OROWELL & OO., Agents at Norfolk.

ENGINES, MACHINERY, ETO. PENN STEAM ENGINE AND BOILER WORKS.—NEAFIE & LEVY, PRACTI-CAL AND THEORETICAL ENGINEERS, MACHINISTS, 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 Boilers, 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 propared to execute orders with quick despatch. Every description of pattern-making made at the shortest 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 Bollers of the best Pennsylvania Charcoal Iron. Forgings of all size and kinds. Iron and Brass Castings of all descriptions. Roll Turning, screw Cutting, and all other work connected with the above business.

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

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The subscribers have ample wharf dock-room for The subscribers have ample wharf dock-room for repairs of boats, where they can lie in perfect safety, and are provided with shears, blocks, falls, etc. etc., for raising heavy or light weights.

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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.

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STEEP OR FLAT ROOFS

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PRESERVE YOUR TIN ROOFS WITH WELFTON'S ELASTIO 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.

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We are prepared to ship every description of
Preight to Philadelphia, New York, Wilmington, and
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Canal Boats and Steam-tugs furnished at the shortest
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