A Letter to the Workingmen. The fellowing letter from the Hon, W. D. Kelley, giving his views upon the coulie labor question, will be read with interest :- .

TO THE WORKINGMEN OF PHILADELPHIA. Gentlemen: Justice to you, in common with the laboring people of the country at large, requires me to invite your attention to the following state-

I regret the necessity that compels me to make this communication, for I have no taste for perconal controversy, and never engage in it willingly. But it cannot always be avoided. Defamation may be pressed to a point at which endurance ceases to be a virtue and becomes a shame, as silence may be construed by the community into admission of the truth of falsehoods widely and persistently cirenlated by one who has hitherto enjoyed the confidence of the community. Yet, notwithstanding this, were the criminal practices to which I am about to refer intended only to affect my personal and political character, I would, in the faith that my daily life would amply refute them, treat them with the silent contempt with which I have hitherto treated such aspersions; but these falsehoods are designed and intended to affect your rights and intersets, as well as my character, and my duty to you constrains me to expose them, loathsome as the

In May last, while the tariff bill was before Con-In May last, while the tariff bill was before Congress, the leading free traders of the country assembled in convention at Washington for the purpose of devising means by which the protective provisions of the existing tariff should be repealed. They found that though there were a few mis-guided Republicans in the House who favored free guided Republicans in the House who havered rectangle, that the body of the party, constituting a majority of the House, were in favor of such protection as would at least secure to the laborers of America our home market at the existing rates of wages. Having, therefore, no hope that they could induce the present Congress to establish free trade, they determined to try to elect a majority of antiprotectionists to the next Congress. Their conclusions were published to the country in formal editorial letters to their leading organs and in a brief summary through the Associated Press, and will countries be remembered by many of you.

In order to secure their object, they agreed to consider the question of free trade or protection as the only issue in this Congressional contest, and that if the Republicans in close districts nominated that if the Republicans in close districts nominated protectionists, they would vote for the free-trade candidate, though he were a Democrat, and that in districts which are decidedly Republican and protective, in which a free-trade Republican could be induced to run as an independent candidate, they would, in compensation for this, exert their influence to induce the Democrats to nominate no candidate, and support the renegade Republican. In pursuance of this programme, which was, as I have said, announced to the country in May last, and which, if successful, will in two years close half the workshops and mines, and reduce the wages of every workingman in the country, William B. Thomas is an independent candidate for Congress in the Fourth district, and the Democratic convention Fourth district, and the Democratic convention has nominated no candidate; and should be be elected, let his personal wishes be what they may, ther have to unite with those who have the have to unite with those who have to game for your destruction, or cheat and defined those who manipulated the Democratic convention, and thus secured him the remote possi-

bility of election. The importers and agents of foreign manufac-The importers and agents of foreign manufacturers, who furnish the funds with which the war against our tariff is maintained, know me to be a prenounced and extreme protectionist. They know that as soon as the war closed I announced my programme for the future, and that it was most distasteful to them, as it involved the postponement of the payment of the public debt, and the carliest regulation research of internal faces, and the removal ssible repeal of internal taxes, and the removal of duties from all articles of food or raw materials

of duties from an articles of food of raw interfals
for manufactures, such as tea, coffee, spices, ivory,
chalk, paper stock, sulphur, argols, kryolite, and
an infinite number of tropical productions.

I say that they know that such were the views I
entertain, and am constantly pressing upon the ear of
the country, for the war had scarcely closed before
I proclaimed them in a speech, of which more than
belf a million copies have been circulated in half a million copies have been circulated in pamphlet form. It was made in the House of Representatives, January 31, 1866, in favor of pro-tection to American labor, and I submit the follow-ing extract as an illustration of its spirit:

am not anxious to reduce the total of our debt and would, in this respect, f England, and as its amount has been fixed would not for the present trouble myself about its aggregate except to prevent its increase. My anxiety is that the taxes it involves shall be as little oppressives possible, and be so adjusted that, while defending our industry against foreign assault, they may add nothing to the cost of those necessaries of life which we cannot produce, and for which we must therefore look to other lands. The raw materials entering into our manufactures, which are yet unable to produce, but on which we unwisely impose duties, would put into the free list with tea, coffee, and other such purely foreign essentials of life, and would impose duties on commodities that compete would impose duties on commodities that compete with American productions, so as to protect every reeble or infant branch of industry, and quicken those that are robust. I would thus cheapen the sie ments of life, and enable those whose capital is embarked in any branch of production to affer such wayes to the skilled workman of all lands as would steadily and rapidly increase our numbers, and, as is always the case in the neighborhood of growing cities or towns of considerable extent, increase the return for farm labor; this policy would open new mines and quarries, build new furnaces, forges and factories, nd rapidly increase the taxable property and taxa-In view of these circumstances, and the fact that

the Fourth district of Pennsylvania is the greatest manufacturing district in the country, and that a majority of its voters depend upon their labor for their life, the undertaking of Mr. Thomas would beem to be a desperate one. To succeed he must have the votes of the workingmen of the district. With these against him his canvass would be hopeless from the start. How were these to be secured There was nothing in his personal history to arouse the sympathy of workingmen; for, although he is abundantly rich, and has for more than thirty years been a large purchaser of labor, he has at no time, in any of their struggles, offered them a helping hand or words of sympathy. It would not do to proclaim the glittering fallacies of the freetrade school, and endeavor to persuade the intelligent workmen of the district that our government bound to allow importers to buy the productions of labor where they can buy them cheapest, and pay but nominal duties upon them. No! His convictions upon this subject, and his entanglement with the Free Trade League must be concealed, and there was therefore nothing which promised a chance of success but the destruction of the confidence of the workingmen of the district in his com-

petitor, the present representative.

A more conscientious, a less reckless man than he. before undertaking this work, would have inquired whether facts existed by which it might probably be accomplished. But to Wm. B. Thomas, as events have proven, this was a question of small moment. With the reckless disregard of truth of which I am about to convict him, he evidently concluded that he could make all the facts he needed, and that you do not remember the local history of the past ten years, and are unable to de-tect a falsehood though it relates to your own inte-rests and the proofs are all before you. Reference to the nauseous personal slanders with which he garnishes his public speeches would be out of place here; nor will I pause to notice the rancorous but Indicrously absurd falsehoods with which he has crowded his autobiography, recently published, with a flattering likeness of the author, under the title of resolutions and speeches of General Wm. B. Thomas and Edward D. Stokes, Esq., but may remark that having been printed for gratuitous distribution, it can be had at the street corners, and may be accepted as a curiosity. M purpose at this time is to bring to your attention the falsehoods and forgeries perpetrated by Mr. Thomas in his letter of September 1 to Science Council of United American Mechanics.

This mendacious epistle appeared at length in most of the city papers of the 2d inst. It purports to have been written in reply to a request for an ex-pression of his opinions on the coolie question, but pression of his opinions on the coolie question, but is almost wholly devoted to the faisification of my opinions on the subject. To this end Mr. Thomas cites a portion of a speech he had made as early as the 18th of July last. It is as follows:

"However devoted Judge Kelley and his chosen organs may be to the doctrine of a protective tarif, they are in favor of free trade in at least one article to which I am most desidadly opposed.

to which I am most decidedly opposed. I allude to the traffic in coolie Chinese laborers. Kelley him-self is enthusiastically in favor of the introduction of this species of labor. In order to obtain the pub-lication of his views on this subject, the Judge managed to get himself interviewed by a reporter of his organ. The Press, who reports his sayings at great

mgth in that paper of August 27, 1870."
Why was my name introduced into a letter, the

"traffic in coolie Chinese labor." I have always been opposed to it, and in 1862 assisted in framing and passing a law to prohibit, if possible, its introduction into this country; and I again assert, and will proceed to prove, that when William B. Thomas penned that paragraph he knew that he was writing a libellous falsehood, in support of which he could not produce a particle of honest proof.

He had written to General John A. Logan and other gentlemen with whom I had differed in the debate on the tariff, begging them to send him some evidence that I was in favor of coolie labor, and I dare him to publish their replies. But more than this, he had before him when he wrote that letter, and professes to quote from it, my interview with Mr. Gilbert as it appeared in The Press of August 27, 1869, not 1870, as he says. As he had preserved it for nearly a year, and found it to be his only resource, he had doubtless conned it well enough to discover that it related to what I had seen of the voluntary emigrants from China then on the Pacific coast, and not to the question of the importation or employment of coolies, and that its importation or employment of coolies, and that its whole drift was decidedly against it. What do you think of the honesty of the man who, to induce you to vote for him that he may betray your interests, publishes the assertion that I am "enthusiastically in favor of the importation of Chinese coolie la-bor," and attempts to prove it by a garbled extract from a paper which he knew to embrace the fol-

lowing passage:
"Question—Is our commerce with China likely to increase with much rapidity; and if so, what will be the probable effect of its increase upon the

"Answer— So So much for the answer to the first portion of your question. With regard to the irst portion of your question. With regard to the remaining portion, concerning the ultimate effect of this rapid increase of our new commercial effect of this rapid increase of our new commercial relations upon the country at large, the answer is far more difficult. To state that answer satisfactorily would necessitate a full interpretation of the future policy of the people of this country with regard to the Chinese laborer; and of course any statement of that kind at this time would necessarily be based upon the indefinite probabilities of the future. This much, however, I may say: If we are true to our Republicanism and Christianity the effect must prove highly beneficial to both coun-

are true to our Republicanism and Christianity the effect must prove highly beneficial to both countries. But if our people adopt the policy of selfishness, and regard the Chinese as free-traders regard all kingmen—as mere raw material, to be consumed in the cheap production of goods, no one can predict the consequences. Thus far the latter policy has prevailed, and you will find China existing in San Francisco and Sacramento as palpably as in Canton or Hong Kong. In San Francisco the Chinese quarter is a distinct and separate locality. Passing through Kong. In San Francisco the Chinese quarter is a distinct and separate locality. Passing through certain squares of Sacramento street, you are in the Chinese market. Look into what store you will, and the parties engaged in it are Chinamen and the customers Chinese. You visit either of two theatres at night, and you find the actors are Chinese, atres at night, and you and the actors are Chinese, the audience of the same nationality, and the play a portion of the history of China, continued from the last evening, and to be continued on the next, and so on through the year. They have their gambling saloons, and their resorts for the victims of opium. With few exceptions, the women of their race are brought over as matters of commerce. They are women from the rivers and not from the They are women from the rivers, and not from the interior of China. Thus the Chinese from our western shores, as a class, retain their individuality and their national characteristics; they are by force of circumstances a distinct and separate people; and if as such they are to pervade the country, their presence among us will be a constant source of annoyance, disturbance and danger."

If to denounce a thing as a constant source of annoyance, disturbance and danger and as franch.

noyance, disturbance and danger, and as fraught with consequences which no one can predict, is to advocate it, then Wm. B. Thomas is a truthful and honest man, and has not attempted to swindle the workingmen of the Fourth district into voting with the Free-Trade League. If he has the proof that I have uttered one word in favor of the employment of coolie or other laborers at wages lower than the average American rates, why does he not produce it? Having made the assertion, why does he attempt to sustain it by falsehood and forgery? If there be proof he has it, for he has employed my bitterest fees to trace the record of my life step by step for the last thirty years, as is shown by reference to events of that dute in his autobiography. If they have found proof on this point, let him produce it and show honest men that they may with safety rely upon his word.

safety rely upon his word.
"What!" I think I hear some of you exclaim "What!" I think I hear some of you exclaim, 
"was Wm. B. Thomas lying when he told us what 
you said through The!Press of the 10th and 23d of 
July, 1869?" Yes, gentieman, Mr. Thomas cut that 
entire story from the whole cloth. I never uttered 
or wrote one sentence of what, in his infamous letter to Science Council, he says I published in The 
Press of July 10 and 23, 1869. Nor does The Press 
of either of these dates, (for I have examined them, 
and caused others to do it) contain a word that 
purposts to have been written by me, or to have purports to have been written by me, or to have been extracted from anything I ever said or wrote. There is not even a shadowy foundation for the story. It is the coinage of his own duil brain and evil heart. From the 19th of June to the 5th of August, 1859, I was absent from Philadelphia, and on the days referred to by Mr. Thomas I was not in the United States, or within telegraphic reach of them, but was on board the steamer Orifiamme, traversing the Pacific Ocean. Yet, when speaking of me in this infamous letter, so deliberately prepared, and to circulate which he has expended so

much money, he says:

"He also speaks through his principal organ, The Press, on July 10, 1869, as follows: "

"Able-bodied Chinamen work in China for about two dollars a month, and are glad to get that. It is but fair to suppose that home labor is cheaper. Un-der the contracts by which they are brought from China they are to work out their passage money at four dollars a month. Allowing the contractor lifty per cent. more than the employer, he can afford to supply us with the best of first-class labor at six dollars a month. This labor, it must be remem-bered, is trained, decile, respectful, and in abun-dant supply. \* \* \* \* \* To this matter we earnestly call the attention of intelligence offices and labor agencies of this city. They have in their power to revolutionize their own business and the social life of the place, and the first man who breaks the ground will reap the harvest."

And again, July 23:
"By the terms of the Chicago platform—the political creed on which Grant was elected, and which he stands bound under his own hand to execute—

he stands bound under his own hand to execute—
our doors are open to the oppressed of all people.
Surely the Mongol is one of them.
"Koopmanschoop has left for California, but will
be back again in October to break ground in New
York for the introduction of this most valuable and
richly productive labor. We trust that he will not
be allowed to depart without giving us an experimental quota, at least, of his first cargo. Let us
not be behind New York in obtaining this new
labor, which is simply condensed wealth. Our labor, which is simply condensed wealth. Our mines, our public works, our private grounds, our homes are suffering for just what China offers us from her teeming plains, burdened with the surplus population of centuries-cheap, trained, docile and

Was there ever perpetrated a viler and more flagrant forgery than this? But, amuzed at this proof of the reckless audacity of Mr. Thomas, some of you may ask whether he has made no honest quotation from any paper or speech of mine on this subject. If you do I reply in the negative. I have examined every production of his that I have been able to find, and they are scattered broadcast, without discovering a single honest quotation. The nearest approach to fi is in the following instance, which reminds made the content of t which reminds me of the story of the disputant who undertook to prove the truth of atheism by a quotation from the Bible, and sought to make out his case by referring to the last four words only of the text, which say: "The fool hath said in his heart 'There is no God!" He not only tears a variance of the last four words only of the text, by referring to the last four words only of the text, which say: "The fool hath said in his heart 'There is no God." He not only tears a paragraph from its context, but applies it to a subject to which it did not refer, to imported coolies, though it was spoken with reference to free voluntary emigrants from China, and as all this would not make it quite answer his purpose, takes out its heart by cutting from it the words "admitting this, I say, for argument sake, though it is utterly false." That you may judge for yourselves I give his quotation as I find it in his letter, inserting these words in brackets in their proper place. You will see that in introducing the quotation he admits that I was speaking of the class of people whom I had seen engaged ing of the class of people whom I had seen engaged in an infinite variety of pursuits, including commerce, banking, the medical profession, and many of whom had acquired skill in the use of our laborsaving machines. Omitting what I have put in brackets, he said:

brackets, he said:

"After endeavoring to prove that the Chinese who come to this country are not all day laborers, he proceeded to urge the policy of introducing coolie labor, as follows: 'Even upon the theory that they are coolies, mere day laborers, and will compete with our laboring people, (admitting this, I say, for argument sake, though it is utterly false,) the questions and the coolies are said to the coolies of t argumentsake, though it is utterly false,) the question would arise; will you not have them competing with you here where you may Americanize them, where you may imbue them with your notions, where you may show them the folly of working for less than their labor is worth, or shall, they have your steam engines, power looms, spinning jennies, and all your other labor-saving apparatus, with which to work in China at the rate of two to ten cents per day?" "

Thus, working men of Philadelphia, I have, as

Thus, working men of Philadelphia, I have, as briefly as I could, brought to your attention a pow-Why was my name introduced into a letter, the sole object of which was to express the opinion of the writer on a direct question as to his own opinions? Was it not in the hope of securing his election to Congress by impressing the gentlement to whom he wrote with the conviction that I was false to their interests and the piedges of my past life? But you may say that the introduction of my name is a more matter of taste, and that the real question is, "Is Mr. Thomas' statement true," And to this question I answer, "No, and he knew it to be false when he wrote it." The man does not live who has beard me say one word in favor of the

attentions of a distinguished aspirant for the Presidency, through whose influence Mr. Lincoln was induced to make him Collector of the Port, and under whose Presidency he expects to be Secretary of the Treasury, have unseated his judgment and left him a prey to his own vanity and the cupidity of a body of needy flatterers who avail themselves of his name and purse to advance their own evil designs. esigns. Be this as it may, my duty in this behalf is done,

Very truly yours,
WILLIAM D. KELLEY,
Philadelphia, September 27, 1870.

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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

THE CENTRAL PASSENGER RAILWAY

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

MESSES, 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 corner of the said Broad and Coates streets; thence extending eastward at right angles with said Broad 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 alley, two feet six inches in width, leading southward into Penn street; thence westward crossing said alley and along the lot of ground hereing for described and at right angles with said 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 \$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 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

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

o the place of beginning. No. 4. Four Steam Dummy Cars, twenty feet long

No. 4. Four Steam Dummy Cars, twenty feet long by nine feet two inches wide, with all the necessary steam machinery, seven-inch cylinder, wich ton-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 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, toil houses, and other superstructures, depots, depot greunds and other real estate, buildings and improvements whatsoever, and all and singular the corporate privileges and franall and singular the corporate privileges and fran-chises connected with said company and plank road an rallway, 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 fran-chises 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 pro-perty of every kind and description belonging to the

said company.

Together with all the streets, ways, alleys, pas-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,
right, title, interest, property, claim, and demand of
every nature and kind whatsoever of the said Comnany as well at law as in control of conpany, 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. 8 13 61t

CORDAGE, ETC. WEAVER & CO.,

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SHIP CHANDLERS, No. 29 North WATER Street and

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CORDAGE.

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

EDWIN H. FITLER & CO., Factory, TENTH St. and GERMANTOWN Avenue. Store, No. 28 M. WATER St. and 22 N DELAWARS

Avenue. SHIPPING.

UNTIL FURTHER NOTICE THE PHILADEL PHIA AND SOUTHERN MAIL STEAMSHIP COMPANY will not receive freight for Texas ports. WILLIAM L. JAMES,

General Agent.

THE REGULAR STEAMSHIPS ON THE PHI-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 SOUTHERN
MAIL STEAMSHIP COMPANY'S REGUL
LEANS, LA.

PHILADELPHIA AND SOUTHERN
MAIL STEAMSHIP COMPANY'S REGUL
LEANS, LA. LEANS, La.

The YAZOO will sail for New Orleans direct, on Wednesday September 28, at 8 A. M.

The ACHILLES will sail from New Orleans, via Havans, on Thesday, September 27

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, Rea River freights reshipped at New Orleans without charge of commissions.

The WYOMING will sail for Savannah on Saturday, October 1, at 8 A. M.
The TONAWANDA will sail from Savannah on Saturday, October i.

THROUGH BILLS OF LADING given to all the principal towns in Georgia, Alabama, Florida, Mississippi, Louisiana, Arkanssa, 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 20, at 5 A. M. Returning, will leave Wilmington Friday, October 1.
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.

Freights for Columbia, S. C., and Augusta, Ga., taken via Wilmington, at aslow rates as by any other route.
Insurance effected when requested by shippers. Bills of lading signed at Queen street wharf on or before day of sailing.

WILLIAM L. JAMES, General Agent. WILLIAM L. JAMES, General Agent. No. 130 South THIRD Street.

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 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.

WILLIAM M. BAIRD & CO., Agents, No. 189 South DELAWARE Avenue. DELAWARE AND CHESAPEAKE STEAM TOWBOAT COMPANY.— Barges towed between Philadelphia, altimore, Havre-de-Grace, Delaware City, and inSHIPPING.

LORILLARD STEAMSHIP COMPAN

FOR NEW YORK,

SAILING EVERY TUESDAY, THURSDAY, AD SATURDAY.
RATES TEN CENTS PER 100 POUNDS, FO CENTS PER CUBIC FOOT, ONE CENT PE GALLON. SHIP'S OPTION.
INSURANCE BY THIS LINE ONE-EIGHTH ONE PER CENT.
Extra rates on small packages iron, metals, etc. No zeceipt or bill of lading signed for less to fifty cents.
Goods forwarded to all points from

Goods forwarded to all points free of commissis Through bills of lading given to Wilmington, N. by the steamers of this line leaving New York weekly. For further particulars apply to JOHN F. OHL, PIER 19 NORTH WHARVE N. B.—The regular shippers by this line will charged the above rates all winter.

Winter rates commence December 15.

FOR LIVERPOOL AND QUEE TOWN.—Inman Line of Royal : Steamers are appointed to sail as follows:— City of Washington, Saturday, Oct. 1, at 10 A.

City of Washington, Saturday, Oct. 1, at 10 A.;
City of Baltimore (via Halifax), Tuesday, Oct.
4, at 1 P. M.
City of Paris, Saturday, Oct. 3, at 2 P. M.
City of London, Saturday, Oct. 15, at 9 A. M.
and each succeeding Saturday and alternate T
day, from pier No. 45 North river.

RATES OF PASSAGE.

Payable in gold.
Payable in currency
First Cabin.
To London.
To Paris.
90 To London.
To Paris.
90 To Paris.
Passengers also forwarded to Havre, Hamu
Bremen, ctc., at reduced rates.

Bremen, etc., at reduced rates.

Tickets can be bought here at moderate rate persons wishing to send for their friends. For further information apply at the compa

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

PHILADELPHIA, RICHMO,
THROUGH FREIGHT AIR LINE TO THE SOI
AND WEST.
INCREASED FACILITIES AND REDUCED RA
FOR 1870.
Steamers leave every WEDNESDAY and SATURY
at 12 c'clock noon, from FIRST WHARF above AKET Street.
RETURNING, leave RICHMOND MONDAYM
THURSDAYS, and NORFOLK TUESDAYS andTURDAYS.
No Bills of Lading signed after 12 c'clock on sigdays. No Bills of Lading Signed arter is Colock on algorithms. THROUGH RATES to all points in North and in Caroline, via Seaboard Air Line Railroad, connectint Portsmouth, and to Lynchburg, Va., Tennessee, ante West, via Virginia and Tennessee Air Line and Richd and Danville Railroad.

Freight HANDLED BUTONOE, and taken at LOB RATES THAN ANY OTHER LINE.

No charge for commission, drayage, or any expects

RATES THAN ANY OTHER LINE.
No charge for commission, drayage, or any expendents of the commission of t

PHILADELPHIA AND CHARLESN
STEAMSHIP LINE.
This line is now composed of the following stclass Steamships, sailing from PIER 8, ave
Arch street, on SATURDAY of each week 8

A. M.:—
ASHLAND, S00 tons, Captain Crowell.
J. W. EVERMAN, 692 tons, Captain Hinckle
SALVOR, 600 tons, Captain Asheroft.
SEPTEMBER, 1870.
LEOPARD, SATURDAY, September 24.
Through bills of lading given to Columbia, St.,
the interior of Georgia, and all points Southid

Freights forwarded with promptness and despan. Rates as low as by any other route.
Insurance one-half per cent., effected at the oce in first-class companies. No freight received nor bills of lading signed on

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

NEW EXPRESS LINE TO ALEXAN dria, Georgetown, and Washington, D. C., via Chesapeake and Delaware Canal, with connect 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.

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No. 14 North and South WHARVES.

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ELDRIDGE & CO., Agents at Alexandria. 61 FORNEW YORK,
via Delaware and Raritan Canal.
EXPRESS STEAMBOAT COMPANY.

The Steam Propellers of the line will comme toading 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.

Freights received at low rates.

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

3 45 LUMBER.

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1870

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1 COMMON BOARDS.
1 and 2 SIDE FENCE BOARDS.
WHITE PINE FLOORING BOARDS.
YELLOW AND SAP PINE FLOORINGS, 14 and
4% SPRUCE JOIST, ALL SIZES.
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PLASTERING LATH A SPECIALTY,
Together with a general assortment of Building
Lumber for sale low for cash. T. W. SMALTZ,
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FIFTEENTH Street, Below Market. ESLER & BROTHER.

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