THE SEA GULL. Wanderer, whence? From earth, or air, or ocean? Hast thou thine home mid clouds or on the

billow? Or from some Northern crag by sea-bird baunted, Hangs thy wild eyrie?

Thou hast a charm to thrall mine eager fancy More than all songsters of each brake and meadow: Bird, shall I name thee, spirit, or a dauntless Child of the tempest?

Whether on high thou hov'rest o'er thy nest-Whilst they in callow treble shrill their hunger, with o'erladen bill - a starveling

mother-Swiftly returning; Or, spirit-like, with pinion airy-flitting.

On the glass'd wave spread'st out an ample plumage, Changefully glancing—rosy 'neath the sunset, White on the ocean;

Or with a pronder swoop against the darkness, When the lashed sea-wrack howls beneath the storm-blast, Screamest exultant, on the yeasty surges

Fearlessly brooding. What tho' at times thou seem'st in every guisement

Lightly to gleam along the gleaming water, Still would I deem thee, named of the sea shore. Nature's own nurseling.

-Temple Bar. CONDENSED FOOD.

From the Technologist.

There are few men to whom the world owes more than to the great chemist Liebig. Whether we follow his career in the laboratory -working amongst objects of recondite chemical research—or trace his influence upon the application of science to the practical matters of every day life, we must feel convinced that he has accomplished wonders. He may, occasionally, have made mistakes, but then, as he himself says—"Show me a man that makes no mistakes, and I will show you a man that does nothing." One of his most important contributions to the practical application of science is the utilization of the meat of the vast herds that roam the pampas of South America. His first investigations in regard to this subject, printed in 1847, had the effect to direct scientific attention to this alimentary problem. But, though the promulgation of an idea may be easy, its realization as an element in civilization is more difficult, and ten years had elapsed before Liebig's suggestions were adopted by medical practitioners. The extract of meat was at length, in 1856, incorporated into the Bavarian Pharmacopoeia, whence dates its gradual introduction into all the German States. Bidder in Germany, Lassaique in France, and Dr. Thudicum, of London, were the next to take up the idea, which had, as yet, made no popular progress, and to direct popular attention to its value. Dreamers dream and workers work; and, on the whole, the workers are quite as progressive in their way as the thinkers—the former being the hands of

Liebig's papers on the subject, began a course of study under that eminent scientist with the intention of founding a manufactory in South America. The experiment of manufacturing for the market was, as a consequence, attempted on a large scale in Uruguay; and in November, 1864, eighty pounds of the extract-fifty of beef and thirty of mutton-were submitted for analysis, and found to be of better quality than was expected, even by the most enthusiastic

which the latter are the heads.

advocates of the idea. The consent of Liebig, that the extract should have the benefit of his name, was given on three conditions:-1. That it should be free from fat and gelatine. 2. That samples of every shipment should be subjected to gratuitous examination by him or his agent. 3. That it should be sold at one-half the price of its cost in Europe. So rapidly has the article increased in popularity abroad, that within the past two years there has been erected a manufactory having facilities for the preparation of 120,000 head of cattle per annum. The utensils for mincing-all the appliances, in fact—are managed by engines of large construction. The evaporation is effected in large vacuum pans, from which the air and vapor are removed by air-pumps. Dr. Seekamp, formerly one of Liebig's assistants, superintends at the mills-Dr. Max von Pettenkofer conducting the test analysis at Antwerp. Pure muscular tissue, freed from fat and bones, constitutes the stock, the animals to supply it being reared on the pampas (now subdivided into estanzeas) under the supervision of the superintendent. Animals under four years old are valueless for extract, rendering it vapid in taste and of unpleasant viscosity. Oxen from four to six years old make the best stock, though extract from the flesh of cows is milder in flavor and of lighter color, and, therefore, preferred by the extremely delicate. On the average, a fully developed animal yields ten pounds of the product, thirty-five pounds of muscular tissue being needed to produce a pound of the condensed article. Ideas evolve revolutions-a

Liebig in 1847 has begun in earnest. Recent experiments have been instituted in Europe with a view to test the value of the condensed principle in the alimentation of armies, as, during the war, with the imperfect American extracts, experiments were tried here, though with no very flattering success. In the prosecution of these tests, according to the Prussian Minister of War, 3500 pounds were consumed with favorable results; and, of the 300,000 men in the standing larmy of the North German Confederation, 270,000 nse the extract as a dietasy staple, at an average consumption to the regiment of a hun-

revolution without an idea being a drama

without a motive; and this vast annual pro-

duction of beef extract indicates that the

great dietetical revolution conceived by

dred pounds a month. The Colonel of the 26th Regiment of the Madgeburg infantry gives details of the soup manufacture. Boiling the bones left after several meals in sealed caldrons (for gelatine of course) is the first operation. A liberal quantity of onions and green vegetables, with spices, is then added, and the decoction is boiled again. For 400 quarts of soup four pounds of extract is incorporated, and the ration is fixed at half a pint, which costs rather less than half a cent. The invalids of the British army consume about 15,000 pounds per annum, which, when it is remembered that the well-known aphorism, La soupe fait le soldat, expresses the European conviction, may be taken as evidence of the economical value of the idea in

the alimentation of armies. In the United States the subject has attracted less attention. During the war a couple of solid extracts, either containing

extent, and are (the writer is informed) still employed in the naval service.

The two solid extracts produced in this country are not economical, neither of them being offered to the consumer at less than six dollars a pound, which represents 20 pounds of muscle; while the Liebig extract imported is only four dollars a pound, and domestic only three, either representing 35 pounds of muscle. Excluding the gelatine (glue), the American producer of solid extracts demands exactly twelve dollars for that which, upon the Liebig receipt, is sold for three dollars. The gelatine is excluded, not because it is not a necessary ingredient of soup, but because it is a product too inexpensive to be incorporated. Fat is for the same reason excluded -though of course the incorporation of either would render the article subject to decomposition unless actually solidified. The so-called bouillon cakes contain, again, over 50 per cent. gelatine; while, evaporated to dry residue and tested, not one of the so-called essences of beef yield less than 60 per cent. gelatine.

The economical consideration is of course principal in the determination of the pro-If a soup-stock, better, more convenient, and more easily converted than crude beef, can be afforded at less expense, it is likely to make its way in the world. If not, it must be content with the obscurity of a mere theoretical invention. Taking the six extracts in the market, two of which are solid, it is easy to settle this question. Retail prices vary at different groceries, but, adopting a just profit, the table of comparison is:-

Fray Bentos.....\$4.00 35 poends 11 18-50. 11 18-350 Australian ...... 4 00 35 pounds La Plata..... 3.50 35 pounds 10c. 8 5-7c. Texas..... ..... 6.00 Borden's .. 20 pounds

ourtelot's...... 600 20 pounds 30c.
The American (Texan) Liebig extract, it will be observed, at three dollars a pound, representing 35 pounds of muscle and 45 of market beef, reduces soup-stock to the equivalent of buying market beef at six and twothird cents. The La Plata reduces the same to rather less than eight cents a pound, and the Australian and Fray Bentos to rather less than nine cents; while crude soup-beef, with bones and fat, cannot be bought in the New York market at less than eighteen. The solid extracts mentioned in the table obviously cannot compete with market beef, which debars them from general popularity.

Those limitations, aside from exclusion of fat and gelatine, must be observed in order to fulfill the conditions of the Liebig invention. The amount of water must not exceed 21 per cent. of the whole product, but may fluctuate from 16 to 21; the ash may vary from 18 to 22 per cent.; and from 50 to 60 per cent. must be soluble in alcohol of 80. The four Liebig extracts in the market present little variation in quantitative analysis. The average table is:-

Water..... 18 to 20 per cent. 
 Ash
 19 to 21 per cent.

 Salts
 1½ to 1 per cent.

 Alcoholic extract
 57 to 59 per cent.

The qualitative analysis of condensed beef is less understood, and perhaps the most powerful agent remains to be developed. To appreciate the economical value of this idea. now on the verge of working itself out in a dietetical revolution, it must be considered In 1862 Mr. G. C. Siebert, an engineer by that it practically nullifies the vast cost of profession, induced by the perusal of one of transportation from remote points, and brings the vast and hitherto waste herds of the world to assist in the alimentation of its population-centres, and that the idea is just as applicable to milk, eggs, and vegetables as it is to meat.

The present mission of condensed food. aside from its convenience in a great city where room for storage is expensive, and the ease with which it can be prepared, transported and manipulated generally, is to be sought in the utilization of alimentary products so far from the market as to be practically non-transportable thither. Whether the day may not come when the foul and filthy meat-markets and corner groceries of New York will be wholly superseded, is a speculative question; but the equilibrium between production and consumption is undergoing a process of progressive disturbance year by year that annually increases the cost of all alimentary products. The sewers of New York, for instance, permit 4,000,000 loads of manurial product to drift seaward yearly; this 4,000,000 loads representing the city's absorption of the fertility of the soil within the limits where it is remunerative to transport the products of that fertility city-ward; and by some means this exhaustion must be correctad or prices will culminate in oppressive-

The condensed principle offers a present remedy, and embodies in itself the elements of a great dietical revolution which, within twenty years, will subvert the whole present philosophy of alimentation as interpreted by our butchers. As adaptation of physique to habitat is a law of organization, radical physical and physiological medifications will mark the coming man-a larger brain, a larger vital organism, less abdomen and glandular system, as well as rather less muscular system, and greater delicacy of contour conjoined to the prevalence of the blonde complexion, naturally resulting. Then, too, it will be necessary to frame a new theory of physical beauty united to the modified coming humanity of the coming century; with which deduction I leave the subject of speculative anatomy to the author of the "Resultant Man of America."

## SEDAN.

Bismarck's Report to King William on the Capitulation of Sedan. We give below the full text of the report from Count Bismarck to King William regarding the capitulation of Sedan, a summary

of which has already appeared:-DONCHERY, Sept. 2, 1870.—After I had repaired hither last evening by your Majesty's command, in order to take part in the negotiations as to the capitulation, they were inter-rupted till about one A. M. by the granting time for consideration. This General Wimpffen begged for after General Moltke had firmly declared that no condition other than laying down of arms would be approved, and that the bombardment would be resumed at 9 A. M. if the capitulation were not previously concluded. Early this morning towards ten o'clock, Gen. Reille was announced to me, and he informed me that the Emperor wished to see me, and was already on his way from Sedan. The General immediately turned back in order to tell his Majesty that I was following him, and shortly afterwards, half way between here and Sedan, in the vicinity of Frenois, I found myself opposite the Emperor. His Majesty was in an open carriage. with three superior officers, and with a like number on horseback close by. Among the latter Generals Castelnau, Reille, Moskowa, who appeared wounded in the foot, and Vaubert, were personally known to me. Arrived at the carriage I dismounted, stepped up immediately to the Emperor's side, and asked his Majesty's commands. The Emperor ex-

thinking that your Majesty was at Donchery. After I had replied that your Majesty's headquarters were at the moment three (German) miles distant, at Vendresse, the Emperor asked whether any place had been fixed in the locality whither he might repair, and, in fine, what my opinion was on the matter. I replied that I had come here when it was quite dark, the country being unknown to me, and placed at his disposal the house occupied by me at Donchery, which I would at once vacate. The Emperor accepted this, and proceeded towards Donchery, but halted about 100 paces from the Meuse bridge leading into the town, before a working-man's house standing by itself, and asked whether he could not dismount there, I sent Count Bismarck Bohlen, who, in the interim, had followed him to inspect the house, and after he had announced that its internal accommodation was very poor and narrow, but that it was free from wounded, the Emperor dismounted and directed me to follow him inside. Here, in a very small room, containing one table and two chairs, I had about an hour's conversation with the Emperor. His Majesty was extremely anxious to obtain more favorable terms of capitulation for the army. I declined to discuss this matter with his Majesty, when so purely a military question was pending between General Moltke and General Wimpffen. On the other hand I asked the Emperor whether his Majesty was inclined to negotiate for peace. The Emperor replied that, as a prisoner, he was not now in a position to do so, and on my further question by whom, in his view, the executive authority of France was at present represented, his Majesty referred me to the Government at Paris. After the clearing up of this point, which from the Emperor's letter of yesterday to your Majesty could not be certainly judged of, I perceived, and did not conceal this from the Emperor, that the situation, to-day as yesterday, offered no other practical question than the military one, and I signified the necessity which therefore rested on us of obtaining, before all things, through the capitulation of Sedan, a material pledge for the stability of the military results already achieved. I had already yesterday evening considered the question on all sides with General Moltke whether it would be possible, without prejudice to German interests, to offer more favorable conditions than those laid down, in deference to the military feeling of honor of an army which had fought well. After due consideration we had felt ourselves obliged to settle this question in the negative. When, therefore, General Moltke, who meanwhile had come from the town, went to your Majesty for the purpose of laying before you the Emperor's wishes. this was not, as your Majesty knows, with the intention of supporting them.

The Emperor then went into the open air and invited me to sit by him before the door of the house. His Majesty submitted [to me the question whether it was not practicable to allow the French army to cross the Belgian frontier, in order that they might be disarmed and "interned." I had already, the previous evening, conversed on this eventuality with General Moltke. As regards the political situation, I on my side did not take the initiative, nor did the Emperor, except that he deplored the misfortune of war, and affirmed that he himself had not desired war, but had been forced into it by the pressure of

public opinion in France. Through inquiries in the place, and especially through a search by officers of the general staff, it had meantime, between 9 and 10 o'clock, been ascertained that the Chateau of Bellevue, near Frenois, was suited to the reception of the Emperor, and, moreover, was not occupied by wounded. I mentioned this to his Majesty, fixing Frenois as the place which I should propose to your Majesty for the interview, and accordingly put it to the Emperor whether his Majesty would wish to proceed thither at once, as to remain within the small workingman's cottage was inconvenient, and the Emperor would possibly require some rest. His Majesty gladly acquiesced, and I accompanied the Emperor -a guard of honor of your Majesty's bodycuirassier regiment preceding him-to the Chateau of Bellevue, where in the interim the Emperor's additional suite and equipages, the arrival of which out of the town had till then appeared uncertain, had come from Sedan. General Wimpffen also arrived, with whom, in expectation of the return of General Moltke, the discussion of the capitulation negotiations broken off fyesterday was renewed by General Podnelsky, in the presence of Lieutenant Colonel Verdy and General Wimpffen's chief of the staff, both which officers drew up the protocol. I only took part in them by sketching the political and legal situation according to the explanations given me by the Emperor himself. From Count Nostiz, commissioned by General Moltke, I received the announcement that your Majesty would see the Emperor only after the conclusion of the capitulation—an intimation on

which the hope on the other side of obtaining other conditions than those laid down was given up. I rode off upon this with the intention of informing your Majesty of the position of affairs towards Donchery, but on the way I met General Moltke with the text of the capitulation approved by your Majesty: and this, after we went with him to Frenois, was then accepted and signed without dispute. The conduct of General Wimpffen. as also that of the other French generals the previous night, was very becoming. That brave officer could not refrain from expressing to me his great pain at being called on, forty-eight hours after his arrival from Africa and half a day after taking the command, to subscribe his name to a capitulation so deplorable for the French nation. Want of provisions and munitions, however, and the absolute impossibility of any further defense imposed on him as a general the duty of restraining his personal feelings, as further bloodshed could not alter the situation. The concession of the release of the officers on their word of honor was accepted with warm thanks as an expression of your Majesty's intention not to overstep the limits which our political and military interests made necessary with regard to the feelings of an army which had fought bravely. To this sentiment General Wimpffen afterwards gave expression in a letter, in which he thanked General Moltke for the very considerate manner in which the negotiations were

on his side conducted. STOVES, RANGES, ETO.

WEBSTER PORTABLE HEATER STANDS WITHOUT A RIVAL For Heating Churches, Schools, Public Halls, and Dwellings.

Call and see certificates. C. J. TYNDALE, No. 145 S. SECOND Street.

A large assortment of beautiful Stoves, Heaters, and Ranges. Jobbing promptly attended to, over 50 per cent. gelatine, were used to some | pressed a wish to see your Majesty, apparently | Roomg, Spouting, etc.

FOR SALE.

FOR SALE—A VERY VALUABLE HOUSE and LOT at the N. W. corner of Forty-second street and Kingsessing avenue.

House built of brown stone, three stones, containing 16 rooms, and finished in the best and most substantial manner, with all the modern improvements—one of the most desirable houses in Wesi Philadelphia. Property should be seen to be appreciated, Persons wishing to know the terms and examine the property can do so by calling on JAMES M SELLERS, until 3½ P. M., at No. 144 S. SIXTH Street, and in the evening at No. 500 S. FORTY-SECOND Street. Street.

WEST PHILADELPHIA FOR SALE OR TO RENT, HANDSOME BROWN-

STONE MANSARD ROOF RESIDENCES, 4114 Spruce street, possession October 10. 4116 Spruce street, immediate possession.

C. J. FELL & BRO., 120 South FRONT Street. F O R S A L E,

A NEW AND ELEGANT BROWN-STONE RESI-DENCE, East side of Logan Square. Replete with every convenience. Inquire at premises,

Lot 22 by 150 feet. NORTH BROAD STREET.—FOR SALE, elegant Brown Stone Residence, newly frescoed and painted, situated corner Broad and Thompson streets. Also handsome Brown Stone Residence, Broad above Master, nearly finished. Lot 50 by 200 feet. R. J. DOBBINS, Ledger Building.

FOURTH AND MARKET STREETS-TO RENT-The six-story Store S. W. corner of Market and Fourth streets. Has been a popular clothing house for the last twenty years.

Apply to

EDW. C. WAYNE, at

9 24 stuth 4t\*

National Bank of Commerce.

FOR SALE OR EXCHANGE FOR City Property, one of the finest FARMS in the country. R. J. DOBBINS, Ledger Building.

TO RENT.

TO RENT-THE STORE NO. 722 CHESNUT

Street. Apply on the premises between 10 and 12

TO RENT-THE FURNISHED HOUSE, No. 1867 WALNUT Street, opposite Rittenhouse Square. Apply to J. PARKER NORRIS, 9 28 6t No. 224 South DELAWARE Avenue.

LARGE ROOM TO RENT, WITH POWER.
Injuire at factory, TWENTY-THIRD and
FILBERT Streets. 9 27 6t

## WATCHES, JEWELRY, ETC. TOWER CLOCKS.

G. W. RUSSELL,

No. 22 NORTH SIXTH STREET,

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

Estimates furnished on application either personally or by mail.

WILLIAM B. WARNE & CO.,
Wholesale Dealers in
WATCHES AND JEWELRY,
S. E. corner SEVENTH and CHESNUT Streets, 3 24] Second floor, and late of No. 35 S. THIRD St.

HOTELS.

## COLONNADE HOTEL. FIFTEENTH AND CHESNUT STS.,

NISHED, is now ready for permanent or transient AUTUMN IN THE COUNTRY

KITTATINNY HOUSE, At the DELAWARE WATER GAP, Pa.,

wil continue open the entire Autumn at reduced rates of board. The change of foliage commencing about the 20th of September is nowhere seen to greater perfection. Write for circulars.

W. A. BRODHEAD & SONS,

Proprietors. SUMMER RESORTS.

CONGRESS HALL CAPE MAY, N. J.,

Opens June 1. Closes October 1

Military Band, of 120 pieces. TERMS-\$3-50 per day June and September. \$4.00 per day July and August. The new wing is now completed.

Mark and Simon Hassler's Orchestra, and ful

Applications for Rooms, address J. F. CAKE, Proprietor

DYE AND PRINT WORKS.

ESTABLISHED New York Dyeing and Printing Establishment,

STATEN ISLAND. No. 40 North EIGHTH Street,

West Side, Philadelphia. 98 DUANE St. and 152 BROADWAY, New York.

166 and 168 PIERREPONT St., Brooklyn. This old and well-known company, now in the

second haif century of its existence, is prepared, as usual, to Dye, Cleanse and Finish every variety of ladies, gentlemen's, and children's garments, and Piece Goods in their usual superior manner.
Note—These are our only offices. 9 20 tuths3m

OUTLERY, ETO.

RODGERS & WOSTENHOLM'S POCKET beautiful finish; Rodgers', and Wade & Butcher's Razors, and the celebrated Le-coultre Razor; Ladies' Scissors, in cases, of the finest quality; Rodgers' Table Cutlery, Carvers and Forks, Razor Strops, Cork Screws, etc. Ear instruments, to assist the hearing, of the most approved construction, at P. MADERA'S No. 115 TENTH Street, below Chesnut.

BUILDING MATERIALS.

R. R. THOMAS & CO., DEALERS IN Blinds, Sash, Shutters WINDOW FRAMES, ETC.,

N. W. CORNER OF EIGHTEENTH and MARKET Streets

FIRE AND BURGLAR PROOF SAFE

of the late firm of EVANS & WATSON, J. WATSON & BON,

FIRE AND BURGLAR-PROOF

SAFE STORE. No. 53 SOUTH FOURTH STREET.

A few doors above Chesnut st., Philadal COTTON SAIL DUCK AND CANVAS, OF ALL numbers and brands. Tent, Awning, Trunk and Wagon-cover Duck. Also, Paper Manufacturers' Drier Feits, from thirty to seventy-significates, with Paulins, Beking, Sail Twine, etc.

JOHN W. EVERMAN,
No. 10 CHURCH Street (City Stores).

REAL ESTATE AT AUCTION.

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 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. I. 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 be-ginning 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 west-ward crossing said alley and along 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 \$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 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-balf 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 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 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 super-structures, depots, depot greunds and other real estate, buildings and improvements whatsoever, and all and singular the corporate privileges and fran-chises connected with said company and plank road an railway, and relating thereto, and all the tolls, income, issues, and profits to accrue from the same or any part thereof belonging to said company, and generally all the tenements, hereditaments and 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, passages, waters, water-courses, easements, franchises, rights, liberties, privileges, hereditaments and appurtenances whatsoever, unto any of the above-mentioned premises and estates belonging and ap-pertaining, and the reversions and remainders rents, issues, and profits thereof, and all the estat-

right, title, interest, property, claim, and demand of every nature and kind whatsoever of the said Com-pany, as well at law as in equity of, in, and to the same and every part and parcel thereof. TERMS OF SALE. The properties will be sold in parcels as numbered.
On each bid there shall be paid at the time the property is struck off Fifty Dollars, unless the price is less than that sum, when the whole sum bid shall

W. L. SCHAFFER, W. W. LONGSTRETH, Trustees, 8 13 61t

CORDAGE, ETC. WEAVER & CO.,

ROPE MANUFACTURERS

AND SHIP CHANDLERS,

No. 22 North WATER Street and

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

CORDACE. Manilla, Sisal and Tarred Cordage

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

At Lowest New York Prices and Freights.

Avenue. SHIPPING.

INTIL 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-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 SOUTHERN
MAIL STEAMSHIP COMPANY'S REGU.
LAR SEMI-MONTHLY LINE TO NEW ORLEANS, La.
The JUNIATA will sail for New Orleans direct, on Tuesday October II, at 8 A. M.
The YAZOO will sail from New Orleans, via Ha-

The WYOMING will sail for Savannah on Saturday, October I. at 8 A. M.
The TONA WANDA will sail from Savannah on Saturday, October I.

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

SEMI-MONTHLY LINE TO WILMINGTON, N. C. BThe PIONKER will sail for Wilmington on Saturday, October 1, at 6 A. M. Returning, will leave Wilmington Friday, October 7. 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 Augusts, Ga., taken via Wilmington, at as low rates as by any other rooms. ia Wilmington, at as low rates as by any other route. Insurance effected when requested by shippers. Bills I lading signed at Queen street wharf on or before day

WILLIAM L. JAMES, General Agent. No. 180 South THIRD Street. FOR NEW YORK, VIA DELAWARE

FOR NEW YORK, VIA DELAWARE and Raritan Canal.
SWIFTS URE 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 8th 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. 132 South DELAWARE Avenue.

DELAWARE AND CHESAPEAKE STEAM TOWBOAT COMPANY.— Barges towed between Philadelphia, 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 STEAMSHIP COMPANY

FOR NEW YORK,

SAILING EVERY TUESDAY, THURSDAY, AND SATURDAY.

RATES TEN CENTS PER 100 POUNDS, FOUR UENTS 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 acceipt or bill of lading signed for less than fifty cepts.

fifty 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. OHL,

PIER 19 NORTH WHARVES.

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

Winter rates commence December 15. 28\$ FOR LIVERPOOL AND QUEENS.

Steamers are appointed to sail as follows:—
City of Washington, Saturday, Oct. 1, at 10 A. M.,
City of Baltimore (via Halifax), Tuesday, October

4, at 1 P. M. City of Paris, Saturday, Oct. S, at 2 P. M.

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, Agenta, 45 No. 402 CHESNUT Street. Philadelphia. PHILADELPHIA, RICHMOND,
THROUGH FREIGHT AIR LINE TO THE SOUTH
AND WEST.
INUREASED 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.

No Bills of Lading signed after 12 o'clock on sailing days.

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

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

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

Steamships insure at lowest rates.

Freight received daily.

State Room accommodations for passengers.

Mo. 12 S. WHARVES and Pier 1 N. WHARVES.

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

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

615

PHILADELPHIA AND CHARLESTON
STEAMSHIP LINE.
This line is now composed of the following firstclass Steamships, sailing from PIER S, above
Arch street, on SATURDAY of each week at 8 M.:—
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

Southwest.
Freights forwarded with promptness and despatch.
Rates as low as by any other route.
Insurance one-half per cent., effected at the office in first-class companies.
No freight received nor bills of lading signed on day of sailing. SOUDER & ADAMS, Agents,
No. 3 DOCK Street,
Or WILLIAM. P. CLYDE & CO.,
No. 12 S. WHARVES,
WILLIAM A. COURTENAY, Agent in Charlesday of sailing.

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

Steamers leave regularly every Saturday at noon 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,
via Delaware and Raritan Canal.
EXPRESS STEAMBOAT COMPANY.
The Steam Propellers of the line will commence
loading on the 5th instant, leaving daily as usual.
THROUGH IN TWENTY-FOUR HOURS.
Goods forwarded by all the lines going out of Na Goods forwarded by all the lines going out of No York, North, East, or West, free of commission.

Freights received at low rates.

WILLIAM P. CLYDE & CO., Agents,
No. 12 S. DELAWARE Avenue.

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

3 47

LUMBER.

1870

SPRUCE JOIST. SPRUCE JOIST. HEMLOCK. HEMLOCK. O SEASONED CLEAR PINE. 10 SEASONED CLEAR PINE. 10 CHOICE PATTERN PINE. SPANISH CEDAR, FOR PATTERNS. RED CEDAR. 1870

1870

FLORIDA FLOORING. FLORIDA FLOORING. CAROLINA FLOORING. VIRGINIA FLOORING. DELAWARE FLOORING. 1870 ASH FLOORING. WALNUT FLOORING. FLORIDA STEP BOARDS. RAIL PLANK.

1870 WALNUT BOARDS AND PLANK: 1870 WALNUT BOARDS, AND PLANK: 1870 WALNUT BOARDS, WALNUT PLANK.

UNDERTAKERS' LUMBER. 1870 RED CEDAR. WALNUT AND PINE. SEASONED POPLAR. SEASONED CHERRY. 1870

WHITE OAK PLANK AND BOARDS, HICKORY. CIGAR BOX MAKERS'
CIGAR BOX MAKERS'
SPANISH CEDAR BOX BOARDS,
FOR SALE LOW.

CAROLINA SCANTLING. CAROLINA H. T. SILLS, NORWAY SCANTLING. 18701870 CEDAR SHINGLES.
CYPRESS SHINGLES.
MAULE, BROTHER & CO., 1870 No. 2500 SOUTH Street.

PANEL PLANK, ALL THICKNESSES,—
1 COMMON PLANK, ALL THICKNESSES,—
1 COMMON BOARDS,
1 and 2 SIDE FENCE BOARDS, 1 and 2 SIDE FENCE BOARDS.
WHITE PINE FLOORING BOARDS.
YELLOW AND SAP PINE FLOORINGS, 1½ and
4½ 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,
5 SI 6m 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, Band-rail Balusters and Newel Posts. [9 1 3m. A LARGE ASSORTMENT ALWAYS ON HAND.

A LEXANDER G. CATTELL & CO. PRODUCE COMMISSION MERCHANTS, No. 26 NORTH WHARVES

NO. 27 NORTH WATER STREET,
PHILADELPHIA.
ALEXANDER G. CATTELL.
ELIJAH OATTELL.

Freights taken on accommodating terms,

vana on \_\_\_\_, October \_;
THROUGH BILLS OF LADING at as low rates as by any other reute given to Mobile, 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.