THE GREAT FRENCH SCARE.

Widesprend Consternation in the Provinces.

The London Saturday Review says: -In justice to the people, we must recollect the circumstances under which this terrible experience came upon them. Only a few days before, Saverne had seen the French regiments marching through its streets with jaunty step and joyous confidence. Then all of a sudden, without warning, in the twinkling of an eye, they were back again; but in what a plight!-straggling fragments of broken battalions, maimed, limping, and famished, whole companies destitute of officers, carts full of wounded, men and even officers begging bread from door to door. We have French evidence that MacMahon's retreat from Woerth was an utter rout; and the panic of a shattered army which fled even before the dust raised by one of its own divisions, thinking it the enemy, could not fail to infect the population. M. About and M. Texier have both described the scenes which followed. The inhabitants, snatching up their children and such small goods as could be carried, rushed from their homes, scarcely knowing whither they were bound, falling in exhaustion by the wayside, encamping for the night in the mud aud rain, in ntter helplessness and despair. "I knew not," says Texier, "where we were going, but I went with the crowd. What a crowd! Old men, women carrying their infants in long clothes, little girls of four years old clambering along paths fit only for the chamois; cries, tears, desolation. They had taken everything they could take, and more than they could carry. The men staggered under their burdens, the very children had their loads." This was only a type of many similar scenes. Whole villages and even towns took to the road as the tide of panic flowed on. At Mulhouse a few energetic citizens barricaded the streets against the flight of their townsmen, and forced many of them to stay against their will. Nancy surrendered to a handful of Uhlans. Little more than a hundred Prussians took possession of Luneville, the chief cavalry garrison, the Canterbury of France. Epernay is almost the only instance where the people themselves have made front against the enemy. Everywhere else the Prussians themselves have been amazed and even alarmed at the absence of resistance. The very wording of their proclamations to the inhabitants of the invaded districts expressed the apprehensions which have been so strangely disappointed. There have been grumblings at the amount of the requisitions, curses not loud but deep, a scowl on the public face, but few overt acts of violence.

Surprising as all this may appear at first sight, especially in the case of so proud and spirited a nation as the French, it admits of easy explanation, Nothing could be more unjust than to ascribe it to any want of courage on the part of the people. Their behavior has been only the natural and inevitable consequence of the policy of their Government. For eighteen years they have been drilled and disciplined into apathetic and unreasoning obedience. They have not only been asked but compelled to trust everything to the Emperor, the great entrepreneur de salut public, who made national safety, like tobacco and the post office, a Government monopoly. The people were disarmed, the National Guards curbed and paralyzed, the press gagged, political discussion punished by official persecutions, if not by more direct and legal penalties. A limb long benumbed by oppressive bandages and enforced want of exercise does not recover all at once its strength and elasticity. The prefects who governed France under the direction of the Minister of the Interior were scarcely less strangers to the communities ever which they were placed, or less remote from them in sympathy and co-operation, than the Prussian officers who seemed to drop from the skies into the centre of populous towns, making instant requisitions of food and money. The second nature of habit is not readily shaken off, and the accustomed obedience of Frenchmen to everything in the shape of official orders explains their instinctive submission to Prussian demands. Even, however, before the disaster of Sedan and the downfall of the empire, there were signs that this was only a transient mood, and that the people were already beginning to rouse themselves from their first fit of stupor. It was, indeed, impossible that they could long remain quiet under such terrible experiences. There are limits to human endurance, and both as regards national humiliation and personal losses the limit seems in this instance to have been now reached.

THE DECADENCE OF THE FRENCH ARMY.

From the London Saturday Review.

Nothing in the history of this wonderful war has so astounded English readers as the stories constantly received of the decline of discipline in the French army. It was no doubt well known to men who try to ascertain the facts of things that the discipline of that army was peculiar-widely different, for example, from that of Englishmen or Prussians. Frenchmen in a hostile country are very apt to get out of hand, to straggle and plunder, and commit outrages which exasperate the population, and even in battle they claim a right of opinion, of deciding whether they will or will not go under fire, which in most armies would produce mere anarchy. There were whispers during the Italian war of extraordinary scenes in the way of straggling, and after 1859 murmurs were heard about an entirely new evil having its appearance - a spirit of insubordination in home cantonments, leading to outrages upon the neighboring villages. Some very strong representations upon this subject at one time reached England, and attracted attention at the Tuileries, but the esprit de corps in the French army is so strong that it was considered advisable to hush up everything. It was, however, be-lieved that all these breaches of discipline, straggling excepted, had two causes,—the imperfection of the commissariat and the celibacy of the army; and those best acquainted with armies-men who knew something of the secret history of the Peninsular war, of the China war, and of the momentary but terrible outburst of crime which once frightened Madras-attached the least importance to these stories. There will be stragglers, it was said, in a conscript army; the outrages are unusual, and owing to bad management: and the occasional refusals to advance are due to the extreme intelligence of the French rank and file. The men, though familiar with their officers, obey them cheerfully; they form up instantly when wanted for service, and in action they are beyond praise. In this war, however, the consensus of opinion is of a very different kind. Not only English-men, with one voice, but Frenchmen of repute, affirm that the discipline of the army has deteriorated in a strictly military as well as a moral point of view; that the relation between officer and man has somehow grown tense-so tense that the officers are afraid

in some cases to give orders lest the bond

should break. We hear of pothing of the kind in Metz, where the Guard is sucrounded; but the accounts from Sedan are heartbreaking to the friends of France-infinitely more disheartening than any number of defeats. There are still regiments, like the 55th, which go into action 2000 strong and come out 300. but over a great section of the army it is clear, unless, indeed, all correspondents, French and English, are in a conspiracy of falsehood, that a most dangerous spirit has extended itself. The men are without respect for their officers, abuse them-especially the generals-with savage freedom, and on the first reverse insult and even fire upon them. All accounts whatever-M. Jeannerod's, Dr. Russell's, the English correspondents', the German correspondents', even the French correspondents' of English papers -are all unanimous on this point, that indiscipline has crept into the French army, with its invariable consequences -inefficiency, disorder, and reluctance to act except when the advantage to be gained was visible to the soldier, while many of them speak of actual hatred existing between the officers and men. Take this single statement out of a dozen. It is from a correspondent of the Telegraph, an officer who served through the Crimsun war, who is therefore not moved by a little temporary disorder, and who entered on his mission a profound believer in the perfection of French military organization: - "I confess that some of the revelations made by the regimental officers-by men whose wounds and mutilations bore testimony that they, at any rate, had borne their share of hard knocks -quite startled me, and reminded me of much that was brought to light in the Bengal Army after the great mutiny of 1857." "I am quite prepared to have much, if not all, that I have written above, not only disputed, but flatly contradicted in England. But I can only say that I have chapter and verse for every word I have written; that my informants have been officers of all ranks: that I have here, at Sedan, and elsewhere, spoken to nearly a hundred officers upon the subject; that not one of them has differed, even in degree, from what the others had related; and that very many I have spoken to, certainly half of them, were men who had themselves risen from the ranks. One and all say that they do not attribute their continued defeats by the Prussians half so much to the superiority in numbers of the latter, as to the immensely better artillery they possess, to the utter want of discipline in their own ranks, and to the worse than incompetence of most of their general officers, particularly of those commanding cavalry briga les

#### RAILROAD PERILS.

Particulars of the Much Exaggerated Accident to the Irish Mail Train.

Telegraphing from Tamworth, on September 14, in relation the accident which befell the Irish mail train, the Daily News correspondent speaks thus:"The statements current of the loss of life have been much exaggerated. Fortunately the result has been much exaggerated. Fortunately the result has been fatal in three cases only. The following is a list of the killed up to the present time:—Samuel Taylor, engine-driver, Stafford; Thomas Davis, stoker, Stafford: Father Healey, Tower-hill, London, a Roman Catholic clergyman. In his pocket was found a tourist's ticket from Kingstown to London. He was in the carriage next the guard's van, that being next the engine. The escape of the guard. Charles Reeves, was little short of miraculous. His van was pitched over the engine, and he sustained only a slight shock. He lies at the Tweeddale Arms, close to the station, and the only physical injuries he complains of are a the only physical injuries he complains of are a slight blow on the head and a contusion of the shoulder blade. Two mail clerks, Wilcox and Clark, were shaken, but not severely injured. Clark was thrown into the water, where he is said to have remained for nearly an hour. Wilcox remained at Tamworth.
At Tamworth Station there are four sets of rails; the mail should have been allowed to rux on the inner up line, but the fatal mistake was committed, first of all, in allowing the points to stand open so that it was turned in to the set of rails running close to the platform. From this line, had a double fatality not attended it, the train should have been turned out again to the main line, but here the siding polots were open and the fated mail turned into a short siding about a hundred yards long, at the end of which, and crossing under the main line, flowed the river Anker. The embankment at the end of the siding was literally swept away, part of the parapet of the adjoining bridge knocked down, and the engine and seven carriages went headlong into the water. Alfred Evans, the pointsman in charge at the station, was an old and tried servant of the company. He was apprehedded soon after the accident, but until full inquiry has been held it would be unfair to attach any blame to him. The mail van was smashed to atoms, out the mails, though wet, were saved. The injured passengers were five in number, but their names cannot be ascertained. They were attended by Mr. Ruffe, surgeon, Tamworth, and a medical gentleman from Birmingham. Mr. Ruffe reports that the injuries are not of a dangerous nature. Father Ring, a friend of the deceased Father Healey, received some controllers. Ring, a friend of the deceased Father Healey, re-ceived some contusions. It was reported that a lady passenger was missing, but late in the afternoon a telegram was received that she had reached her destination in London. There were about thirty passengers, and all, with the exception of the three dead and five injured, proceeded on their journey by the next train to London. The up line was blocked for three or four hours only, and no inter-runtion took place in the tradition to the down line ruption took place in the traffic on the down line. Three or four of the carriages were completely smashed, but those near the end of the train were apparently uninjured.

# DISASTER ON THE AMAZON.

One Hundred and Thirty-one Lives Lost by a Stenmboat Collision.

From the Anglo-Brazilian Times, August 22.

A most disastrous accident occurred during the

A most disastrons accident occurred during the night of the 7th of July, about twenty miles below Manaos, upon the River Amazon, owing to a collision between the steamer Arary, of the Amazonas Company, and the Purus, belonging to the Companhia Fluvial, by which the Purus was sunk, and of 204 persons on board only 73 were saved. The report of the commander of the Arary, Captain Pereira Leal, is to the following effect:—"At 2 P. M., on the 8th of July he was called up. port of the commander of the Arary, Captain Percira Leal, is to the following effect:—"At 2 P. M., on the 8th of July he was called up by the officer of the watch in consequence of a steamer's lights being seen ahead. He gave orders to go at half speed. The Avary was then ascending about sixty feet to seventy-five feet from the shore, hugging it to keep out of the current of the Madeira. Finding that the course of the Purus would bring on a collision, he shouted to her to stop, and sounded the steam whistle, but in vair, as the Arary struck the descending Purus forward of the port paddie box, cutting deeply in. On backing the Arary the Purus commenced sinking. The boats of the Arary were at once got out, each with a light in it, and seventy-three persons, including the commander, Captain at once got out, each with a light in it, and seventy-three persons, including the commander, Captain Eduardo de Brito, were rescued. When daylight came search was made along the shore, but no others being seen the Arary then continued her voyage to Manaos. This vessel had two large holes in her bows, under water, but the forward partition kept her from continued the control of the collision. der water, but the forward partition kept her from sinking. At the time of the colision it was 2½ A. M." According to the accounts of those saved, the Purus left Manaos at 11 P. M. o. the 7th. The commander says that when he went to bed the vessel was in charge of the master, but the pilots and the heimsman say there was no officer of the watch on duty. The heimsman also asserts that the collision was due to the error of the pilots, who, in spite of his remonstrances, attempted to steer inside of the Arary. It is also alleged that the pilots were both intoxicated. The Purus sank in three minutes after the coffision, and an explosion occurred, either from the water running into the furnaces or from injury the water running into the furnaces or from injury to the boilers, which rendered the loss of life

# LOST AT SEA.

Foundering of the Steamer Galaten-Arrival

of the Survivors in New Yoru-History of the Haytien Vessel. Mr. James Watson, chief officer of the steamer Galates, arrived in New York yesterday with a few survivors of that vessel, which foundered at sea on the 13th instant. The Galatea was a bark-rigged propelier of 1200 tons, and was built in 1861 for the United States Navy. She participated in the blockade of the Southern ports, and at the close of the war was sold to the Haytlen Government. the war was sold to the Haytien Government.

She was in several actions under Sainave, and when the latter was captured she was sold to a Mr. Reviere, of Port-au-Prince, who sent her to Pett Gonaives, where she loaded with a cargo of legwood, and was consigned to Fowier, Carrol & Co., of Boston. Leaving Port-au-Prince in a very leavy condition, she proceeded on her voyage with-

out any notable occurrence until the 13th, when she spring aleak, and in spite of every effort to keep the water down, rapidly filled.

After tweive hours of incessant labor at the pumps, the steamer having ten feet of water in her hold, the captain and officers determined to abandon her. her. At a o'clock in the afternoon of the 13th, the first and second cutters were launched and provisions placed in them, but there was no fresh water in consequence of the sea having risen into the tanks. Perfect order was observed in abandoning the vessel, and after the second cutter had shoved off, with the second officer, first assistant engineer. and fourteen seamen, Captain Gordon, with Mr. Watson, Thomas Edwards, second assistant engreer, and eleven seamen took to the first cutter. There was a heavy swell, but no wind, and at ten minutes past five the steamer sank, stern foremost, with all sails set. The two boats steered for Apaco. in the Banamas, but the night being dark they became separated, and nothing was seen of the second cutter's lights after midnight. Next morning the first cutter saw a schooner, about twelve

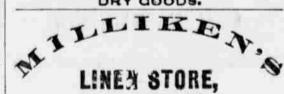
miles distant, and tried to overnaul her, but without At 9 o'clock that night the schooner Tampico, of New Jersey, Captain Lombard, appeared, and pleked up the cutter, landing Captain Gordon and party at Kev West, from which place they were forwarded to Baltimore in the steamer Cuba, by Mr. Tift, the agent of the Baltimore, Havana, and New Orleans Steamship Company. No fears are entertained by Captain Gordon or Mr. Watson for the safety of the second cutter, as she probably reached Abaco on the same night that the first outter was picked up .- N. Y. Herald of to-day.

### ALSACE AND LORRAINE.

What Germany Means to do With Them. The North German correspondent (semi-official)

says:—
We are informed, from a good source, that when
peace has been once signed with France on the basis
of the cession of Elsass and Lothringen—an event which, in spite of French gasconading, cannot be far distant—it has been decided that these two appendages of the old German Engire, instead of being broken up and apportioned among different States, are to form a border territory, covering and protected by Germany in general, and governed, as far as possible, in a judicial and economical point of view, according to their existing customs and lasti-tutions. The fortresses of Metz and Strasburg will, naturally, be garrisoned by German troops, but the population of the two provinces will, for the present, dispensed from service in the German army, nor will they be represented in the Reichstag. The formation of a German outlying territory, as a protection against the fillbustering designs of France, is of course only a provisional measure, intended to remain in force till the inhabitants, mindful of their old history and lineage, have again heartily thrown in their lot with German kinsmen. This plan is besed on the national and political intetests of Ger-many, which is resolved to put a stop, once for all, to French aggression, and terminate the long-con-tinued efforts of France to impose her "protectorate" on the South German States-in other words,

DRY GOODS.



No. 828 ARCH STREET

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NEW LINEN GOODS-FALL STOCK at Greatly Reduced rrices.

New Table Linens; New Napkins, very cheap.

Bargains in Towels; cheap lots of Linen Sheetings.

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Heavy Towelling Diapers, 2 cases assorted pat-

The best Stitched Shirt Bosoms. Extraordinary Bargains in Ladies' Hemstitched Handkerchiefs, Gents' Faudkerchiefs.

N. B.—We also exhibit an extensive and cheap stock of FLANNELS, BLANKETS AND WHITE GOODS.

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We have just received a large and beautiful as-

CHAIN BRACELETS.

Gold Band and Chain Bracelets, Enamelled and engraved, of all sizes, at very low

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ARNESS, SADDLES, AND TRUNKS .- LARGE HARNESS, SADDLES, AND THE HOUSAND Horse stock, all grades. Also, several thousand Horse Covers, Lap Rugs, and Robes, selling at low prices to the trade or retail. MOYER'S, No. 720 MARKET 9 16 1m. Street, above Seventh.

EDUCATIONAL.

CARL GAERTNER'S NATIONAL CONSERVA
TORY OF MUSIC, S. E. corner TENTH Att
WALNUT Streets is now open for the Fourth Sea
son for the reception of popils. Instruction is given
by a stan of the best Professors in the city in 12

following branches:

Vocal Music, Plano, Violin, Viola, Violoncello Contra Bass, Theory of Harmony, Grand Organ (or Church Organ), Cabinet Organ, Melodeon, Fluie, Clarlonet, Oboe, Bassoon, Horn, Cornet, Trombone Herp, Guitar, etc., etc., and in the Italian, German French, and Spanish Languages. For particulars see circulars to be had at the Office f the Conservatory and in the Music Stores. The Director of the Conservatory takes this oppor

tunity to express his sincere gratification at the suc-cess which has attended his efforts to establish this institution in Philadelphia on a permanent basis and with the prospect of continued prosperity.

He would likewise declare his gratifude to the many kind friends among the students and else-where, whose interest in the cause of thorough in-struction in the art and science or music has asisted so materially in bringing the Conservatory to

its present state of usefulness.

He can only promise in return that his devotion to the object of raising the institution under his care to a high place among the great Music Schools of the world shall be—as it has been—the controlling influence at the Conservatory.

CARL GAERTNER, Director and Proprietor.

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French and German, Linear and Perspective Drawing, Elecution, English Composition, Natural

FIELD PRACTICE in Surveying and Civil Engineering, with the use of all requisite instruments is given to the higher classes in Mathematics. A first-class Primary Department.

The best ventilated, most lofty and spacious Class-rooms in the city.

Open for the reception of applicants daily from 10 A. M. to 4 P. M. 48 20 Fall term will begin September 12. Circulars at Mr. Warburton's, No. 430 Chesnut st.

HALLOWELL SELECT HIGH SCHOOL FOP Young Men and Boys, which has been removed from No. 110 N. Tenth street, will be opened on September 12 in the new and more commodious buildings Nos. 112 and 114 N. NINTH Street. Neither effort nor expense has been spared in fitting up the rooms, to make this a first-class school of the hignest

A Preparatory Department is connected with the A Preparatory Department is connected with the school. Parents and students are invited to call and examine the rooms and consult the Principals from 9 A. M. to 2 P. M. after August 16.

GEORGE EASTBURN, A. B.,
JOHN G. MOORE, M. S.,
Principals.

HAMILTON INSTITUTE FOR YOUNG LADIES, No. 3810 CHESNUT Street, West Philadelphia. Day and Boarding School. This institution, having successfully completed its fourth year, has become one of the established schools of our city. Its course of study includes a thorough English and Classical Education, embracing Mental, Moral, and Physical chiltres. Physical culture.
Its ninth session will open on MONDAY, Septem-

ber 12. For terms, etc., apply at the school, 8 29tf PHILIP A. CREGAR, Principal. EILDON SEMINARY.-MISS CARR'S SELECT Post Boarding School for Young Ladies will RE-OPEN SEPTEMBER 14, 1870. It is situated at the York Road Station of the

Pennsylvania Railroad, seven miles from Philadelphia.

The Principal may be consulted personally at her residence during the summer, or by letter addressed to Shoemakertown Post Office, Montgomery county, Pa. Circulars can be obtained also at the office of JAY COOKE & CO.,

Bankers, Philadelp E DOEHILL SCHOOL , MERCHANTVILLE, N. J.,

Four Miles from Philadelphia. Next session begins MONDAY, October 3.

For circulars apply to

Rev. T. W. CATTELL. 3 21 1y JANE M. HARPER WILL REOPEN HER School for Boys and Girls, N. W. corner of EIGHTEENTH and CHESNUT Streets, on the 14th of 9th month (September), 1870. Ages 6 to 13. 9 8 1m CHEGARAY INSTITUTE, Nos. 1527 AND 1529 SPRUCE Street, Philadelphia, will reopen on TURSDAY, September 10. Erench is the language of the family, and is constantly spoken in the institute.

615 wfm 6m L D'HERVILLY, Principal.

MISS JENNIE T. BECK, TEACHER OF THE PIANO-FORTE, No. 746 FLORIDA Street, will resume her duties September 1. 9 15 1m THE CLASSICAL INSTITUTE, DEAN STREET, above Spruce, will be re-opened September 5th 8 22 2m - J W. FAIRES, D. D., Principal.

\$150 A YEAR BOARD AND TUITION AT THE EPISCOPAL ACADEMY, BERLIN,

COURTLAND SAUNDERS COLLEGE, FOR Young Men, Youth, and Small Boys, Phila. 6 28t

PIANIST FOR MUSICAL ENTERTAINMETS or Dancing Soirees, No. 110 S. ELEVENTH Reference-Mr. Boner, No. 1102 Chesnut street,

# PROPOSALS.

TO CONTRACTORS AND BUILDERS.—
SFALED PROPOSALS, indorsed "Proposals for Building an Addition to a Public School-house in the Seventh Ward," will be received by the undersigned at the office, south-east corner of SIXTH and ADELPHI Streets, until WEDNESDAY, Oct. 5, 1870, at 12 o'clock M., for building an addition to a Public School-house situ-ate on the southeast corner of Nineteenth and Ad-

dison streets, in the Seventh ward.

Said addition to be built in accordance with
the plans of L. H. Esler, Superintendent of Senooi
Buildings, to be seen at the office of the Board of
Public Education. No bids will be considered unless accompanied by a certificate from the City Solicitor that the provisious of an ordinance approved May 25, 1860, have been complied with. The contract will be awarded only to known mas-

ter builders. By order of the Committee on Property. H. W. HALLIWELL 9 21 26 30 oc 3 5 Secretary.

TO CONTRACTORS AND BUILDERS.—
SEALED PROPOSALS, indorsed "Proposals for building an addition to the Mount Vernon Schoolnouse, in the Third ward," will be received by the indersigned, at the office, S. E. corner of SIXTH and ADELPHI streets, until WEDNESDAY, October 5, 1870, at 12 o'clock M., for building an addition to the Mount Vernon School, situate on Catharine street, above Third, in the Third ward.

Said addition to be built in accordance with the plans of L. H. Esler, Superintendent of School Buildings, to be seen at the office of the Board of Public Education.

No bids will be considered unless accompanied by a certificate from the City Solicitor that the provisions of an ordinance approved May 25, 1860, have been complied with. The contract will be awarded only to known master builders.

only to known master builders,
By order of the Committee on Property,
H. W. HALLIWELL,

9 21 26 30 oc 3 5 Secretary. TO CONTRACTORS AND BUILDERS,—SEALED
PROPOSALS, endorsed "Proposals for Building a Public School-house in the Fifteenth Ward,"
will be received by the undersigned, at the office, S.
E. corner of SIXTH and ADELPHI Streets, until
WEDNESOAY, October 5, 1870, at 12 o'clock, M.,
for building a Public School-house on a lot of ground
situate on N. E. cerner of Twenty-third and Shamokin streets, in the Fifteenth ward, said schoolhouse to be built in accordance with the plans of L.
H. Esier, Superintendent of School Buildings, to be
seen at the office of the Board of Public Education.

No bids will be considered unless accompanied by a certificate from the City Solicitor that the provisions of an ordinance approved May 25, 1860, have been compiled with.

The contract will be awarded only to known mas-

ter builders. By order of the Committee on Property.
H. W. HALLIWELL, 9 21 26 30003 5

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

WINDOW FRAMES, ETC., N. W. CORNER OF EIGHTEENTH and MARKET Streets

PHILADELPHIA.

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 MESSIS, 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-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 Contes street, seventy-two feet to the northeast cor-ner of an alley, two feet six inches in width, leading southward into Penn street; thence westward crossing said alley and 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 \$250, 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 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 et six inches wide alley. Subject to ground rent

of \$12, 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 eightlis of an inch; thence eastward eighty feet one inch and one-half of an irch; thence northward, at right angles with said Coates street, nine feet to the south side of Coates street, and thence westward along the south side of said Coates street ninety feet

to the place of beginning.

No. 4. Four Steam Dummy Cars, twenty feet long by nine feet two inches wide, with all the necessary steam machinery, seven-inch cylinder, with ten-inch stroke of piston, with 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 superrights 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 read 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 care of

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 p

implements, and materials connected with the proper equipment, operating and conducting of said road, plank road, and railway; and all the personal property of every kind and description belonging to the said company.

Together with all the streets, ways, alleys, passages, waters, water-courses, easements, franchises, rights, liberties, privileges, hereditaments and appurtenances whatsoever, unto any of the abovementioned premises and estates belonging and appertaining, and the reversions and remainders, rents, issues, and profits thereof, and all the estate, 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.

The properties will be sold in parcels as numbered, on each bid there shall be paid at the time the pro-

On each bid there shall be paid at the time the pro-perty is struck off Fifty Dollars, unless the price is less than that sum, when the whole sum bid shad

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

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PHILADELPHIA AND SOUTHERN
MAIL STEAMSHIP COMPANY'S REGU.
LAR SEMI-MONTHLY LINE TO NEW ORLHANS, IA.
The JUNIATA will sail for New Orleans direct, on Tues-The JUNIATA will sail for New Orleans direct, on Thes-day October II, at 8 A. M.

The YAZOO will sail from New Orleans, via Ha-vana, on ——, October—,
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 freights reshipped at New Orleans without charge of commissions.

The WYOMING will sail for Savannah on Satur-day, October I. at 8.A. St.. 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, Arkansas, and Tennessee in connection with the Central Railroad of Georgia, Atlantic and Guif Rail oad, and Florida steamers, at as low rates as by competing

SEMI-MONTHLY LINE TO WILMINGTON, N. C.
BThe PIONEER will sail for Wilmington on Saunday,
October 1, at 6 A. M. Returning, will leave Wilming
ton Friday, October 7.
Ocenects 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 er before day
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FOR NEW YORK, VIA DELAWARK and Raritan Canal.
SWIFTSURE TRANSPORTATION COMPANY.
DESPATCH AND SWIFTSURE LINES,
Leaving daily at 12 M. and 5 P. M.
The steam propelers of this company will commence leading on the 5th of March.
Through in tweaty-four hours.
Goods forwarded to any point free of commissions Freights taken on accommodating terms. Freights taken on accommodating terms.

Apply to WILLIAM M. BAIRD & CO., Agents, No. 182 South DELAWARE Avenue. DELAWARE AND CHESAPEAKE STEAM TOWBOAT COMPANY.— Barges towed between Philadelphia, Baltimore, Havre-de-Grace, Delaware City, and intermediate points.
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FOR NEW YORK,

SAILING EVERY TUESDAY, THURSDAY, AND
SATURDAY.

RATES TEN CENTS PER 100 POUNDS, POUR
CENTE 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 fron, metals, etc.
No receipt or bill of lading signed for less than
fifty cepts.

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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.

FOR LIVERPOOL AND QUEENS.

TOWN.—Inman Line of Royal Mail

Steamers are appointed to sail as follows:—
City of Paris, Saturday, Oct. 8, at 2 P. M.
City of London, Saturday, Oct. 15, at 9 A. M.
City of Antwerp (via Halifax), Tuesday, October
18, at 12 noon.

Ony of Brooklyn, Saturday, Oct. 22, at 2 P. M. and each succeeding Saturday and alternate Tuesday, from pier No. 45 North river.

RATES OF PASSAGE.

RATES OF PASSAGE. 

Bremen, etc., at reduced rates. Tickets can be bought here at moderate rates persons wishing to send for their friends.

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THROUGH FREIGHT AIR LINE TO THE3; 15
AND WEST.
INCREASED FACILITIES AND REDUCEDE 174.
Steamers leave every WEDNESDAY and SATURDA at 12 o'clock noos, from FIRST WHARF above MARKET Street.
RETURNING, leave RICHMOND MONDAYS and THURSDAYS, and NORFOLK TUESDAYS and SATURDAYS.
No Bills of Lading signed after 13 o'clock on sailing days.

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

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

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This line is now composed of the following firstclass Steamships, sailing from PIER 8, above
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J. W. EVERMAN, 692 tons, Captain Hinckley.
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Through bills of lading given to Columbia, S. C., he interior of Georgia, and all points South and

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Canal, with connections at Alexandria from the
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Steamers leave regularly every Saturday at noon
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LUMBER.

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

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FLONIDA FLOORING.
CAROLINA FLOORING.
VIRGINIA FLOORING.
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FLORIDA STEP BOARDS.
RAIL PLANK. 1870

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

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