

SPiRiT OF THE PRESS.

Editorial Opinions of the Leading Journals upon Current Topics—Compiled Every Day for the Evening Telegraph.

THE NAVY YARD IN THE DELAWARE.

From the Harbortown State Journal. In the reports of the proceedings of the Appropriation Committee of the House at Washington, we see again the full schedule of sums, varying from \$50,000 to \$250,000 each, set down as approved in the Fortification bill; and in the Army appropriation bill, an equally large schedule of regular expenditures. All these sums are said to be much reduced from the estimates, and the inference appears to be suggested, that the committee has been economical in its action, and, therefore, that the items as approved should go through unquestioned.

But if any one desiring information will go to the list of appropriations for 40 years past, he will find the same items, at the same amounts, each one of the 30 or 40 forts has annually swallowed up its \$50,000 or \$100,000, until millions have gone to each and every one of them, never to be seen again. The fortification ring is, in fact, quite the peer of the Indian ring, and the resemblance between the annual calls for money of one of these Indian tribes and one of the Canadian border forts is very striking.

All this annual expenditure is dead loss, in most cases. Nothing new or vital is added to the national defense, which is really wanted, and which is absolutely essential to national defense, is never touched at all. Not one of these forts is a living thing of modern times. Earthwork approaches of a resolute enemy will plant batteries even on the Charleston marshes which will reduce the strongest of them. We need active, living defenses, which will keep an enemy away from the shores, prevent a landing, and give us time to throw up intrenchments when they may be needed. Nobody would recommend an entire abandonment of the fortifications, of course, but no man of sense would rely upon them exclusively. We require establishments ready to create new defenses, to build floating batteries, armed vessels, gunboats, monitors, or whatever else might, at the time, prove most effective.

And for this purpose we have nothing yet provided. The Navy Department has again and again uttered its warning, and called for the creation of a yard or establishment where armored vessels, floating batteries, and all forms of iron sea defenses can be built at the smallest cost and on the best models. The city of Philadelphia gave a site with half a million of dollars to the Government, without cost, on which to erect works for iron shipbuilding, and to provide for the preservation and repair of the fleet of iron vessels built during the war. The losses annually incurred by neglect of these vessels alone would balance the sums paid the Indian and Fortification rings both together. For every five millions thrown away there, a like sum of five millions is lost by refusing to take care of the costly vessels we have already on our hands.

It would be incredible that such neglect should exist, after our costly experience at the opening of the war, if we did not see the facts of the case, as they are now foreshadowed for this session. What is the delegation from Pennsylvania propose to do in regard to the necessary provisions for laying at least the foundations of the only navy yard at which iron shipbuilding can be had? Last year one or two members of the Massachusetts delegation signified themselves by a line of behavior toward League Island something like that of Senator Sumner toward the leading measures of this session, but we have been assured that this course would not be repeated, and that now the extreme one of the obstructive economists would cheerfully vote for the only thing that can preserve or maintain our defenses at sea.

THE NAVAL ACADEMY.

From the N. Y. World. The requirements for admission into the Naval Academy are of the most elementary character. A scanty knowledge of reading, writing, and the first four rules of arithmetic is all that is required of the boy who enters this institution, the curriculum of which goes no further than that of the public grammar schools; and yet from which he is to emerge in four years, not only skilled in seamanship, navigation, gunnery, and infantry tactics, but with an amount of literary and scientific knowledge equal to that to be obtained at Harvard, Yale, or Columbia College. Thus one of them writing in the New York Times, January 10, 1869, assures us that "it is admitted (?) that the naval line officers are the best educated men in any branch of the public service. They pass at the Naval Academy an ordeal harder than West Point, Yale, or Harvard, or even Oxford or Cambridge, and are not only thoroughly grounded in everything relating to war, naval and military engineering, etc., but also in the higher sciences and international law; a classical (?) education not attained elsewhere in this country. No wonder, then, that they are proud of their position and jealous of their rights and privileges, and that they are more dignified and less democratic than their army conferees." We admit the want of democratic instincts, but deliberately charge that not one of its graduates could pass the examination for admission into either the Boston High School, New York Free Academy, once so-called, or the Central High School of Philadelphia. Even in their own profession no one of these graduates has ever risen above the level of obscure mediocrity. The only young officer who achieved distinction during the war was Cushing, who was bilged at the school. The rule among the graduates has been stupidity, ignorance, arrogance, and a subordination of the civil to the military arm. They are the allies, advisers, and weak imitators of absolutism wherever they are sent to fly the flag and misrepresent the country. American men-of-war are no longer the neat, trim models of naval excellence which were the admiration of the great naval powers from the close of that war in which they performed their glorious achievements down to the first of the twelve years ago. The old "first lieutenant" who was every inch a sailor, has been supplanted by the modern so-called "executive officer," who is more often ashore than on board, and whose principal function is creating dissension where he should be hearing differences. A few years ago an American man-of-war would get under way, come to anchor, and perform her evolutions without a sound being heard save the order of the officer of the deck and the boatswain's whistle. Now, Bedlam itself is not more uproarious. Oaths and yells from on deck and louder outcries from aloft attend every manœuvre, and after it has been gone through with after a fashion in the incomplete way now the rule, a few old warrant and petty

officers quietly go around and rectify the mistakes that have been made and do the many things that have been left undone. The annual cost of maintaining this great nursery of immature snobs is, according to Admiral Porter, "no greater than that of keeping a small grubstob in commission for the same length of time." The estimates for the Academy for the current fiscal year were \$268,375.47; but in addition to these there are nearly ninety naval officers on duty there at an average salary of \$2500 per year each, who are paid from the general appropriation "pay of the navy," which puts another small item of \$225,000 upon the cost of maintaining this institution, making a sum total of nearly \$493,000. Besides the naval officers doing duty at Annapolis, there are twenty-five civilian assistant professors, etc., making a total of 100 instructors, assistants, etc., for a school comprising only 175 scholars, who each receives a salary of \$700 per year for being taught.

The staff officer brings into the service, at his parents' cost, his education, collegiate and professional, and is ready on the first day to begin work; while the naval cadet receives both pay and credit for service during the whole four years of his tutelage in this great national military school. The total cost of finishing each one of these Annapolis beneficiaries as a midshipman has risen from \$17,000 to \$25,000, and even this munificent outlay has failed to secure them an education (which is to actual nautical experience what book agriculture is to farming), as has been clearly demonstrated by the late cruise of the Sabine.

It is quite time that the country at large should know something more of the internal economy of this national institution than is to be had from the specious reports of the annual Board of Visitors. The sort of packed jury which is feasted and feted in doing its holiday visit to Annapolis, and which pretends to pronounce upon the soundness of the fruit laid before it by merely looking at its shining rind, brushed up and polished for the occasion. Let Congress inform itself fully—first, upon the standard of admission into the academy; second, upon the extent and character of the curriculum of studies pursued there; third, upon the number and professional acquirements and previous practical experience of the naval officers employed as instructors; fourth, upon the constitution and mode of working of the Academic Board; fifth, upon the cost of maintaining not only the Academy proper, its grounds and appendages, but the expense attending the ships kept there in ordinary and there fitted out as school-ships, and the total outlay of money upon them while cruising as a practice squadron, and the pay not only of all the officers and men of the navy and marine corps on duty at the Academy and on board these ships, but of the civilians who are employed there as assistant instructors, clerks, servants, watchmen, laborers, etc., and the salaries of the cadets themselves; and sixth, upon the actual results of the system of instruction as exemplified in the graduates of the institution; testimony on this point to be taken not from interested parties, but from old officers of distinguished reputation and known independence, like Admirals Stringham, Shubrick, and Stribling. If this investigation be thoroughly and faithfully made, we engage that the country will be startled by developments at variance with what it has been led to expect from the glowing rodomontades of the late Superintendent of the Academy, Vice-Admiral D. D. Porter.

RAILROADS AND THE PEOPLE.

From the N. Y. Tribune. A civil engineer with his assistants presents himself at your gate, where he has never been before, and proceeds to run the line of a projected railroad right through your door-yard, your garden, your house. Every stick, every brick, every board of the house is dear to you: they are all the fruits of your hard labor; you have spent the twenty best years of your life in making that home just what you like; you want to spend the evening of your days quietly in it, and it is carried thence to your final rest. You would not exchange it for money; and it has cost you \$10,000 to make it what it is. Three commissioners, in whose appointment you had no voice, decide that you must get out—bundle up your duds and be off, and either take the \$5000 they award you or get nothing. And this is right—may, it is indispensable. The public good is the paramount law. If the railroad were a mere instrument of private gain, the process whereby you are dispossessed of your beloved roof and fireside would be most honestly unjust. But the railroad is a public highway, which certain persons are authorized to construct and manage for the convenience and benefit of the community; and ten millions of people cannot be sent over an ugly hill because your house happens to stand in their way through the adjacent valley. The commissioners are not at liberty to award you constructive or sentimental damages, but only the naked value of the property taken from you against your will. Were they allowed to give you what you might fairly consider that property worth to you, many railroads could not be built, and the public would thereby suffer. The State does not regard the makers of railroads with more favor than it shows you: it is simply intent on serving and benefiting the public to the greatest extent and with the least possible individual hardship.

Do the managers of railroads always consider this? Do they realize that they are public servants, employed to make a superior kind of turnpike, and be reimbursed by equitable tolls levied on those passing over it? There is a growing conviction that they do not—that they regard their highway as though they had built it across their own lands to facilitate the hauling of coal, or ore, or timber, and were thus entitled to lead others use it or not, and to charge those who did use it any price that to themselves seemed right. If they do, they mistake very gravely. No turnpike company, so far as we know, was ever authorized or allowed to charge travellers or teamsters such rates as its managers saw fit, and tell them, "If you don't like our terms, you are welcome to keep off our road." On the contrary, the State has always prescribed the rates, and compelled obedience thereat, turnpike or plank road that doubled its charges on a week's November floods, rendering ordinary high-tails all but impassable, would soon have its toll-gates lifted off their hinges by the ministers of the law, and the public authorized to traverse its entire length without paying. The public mind seems to be steadily gravitating toward these conclusions:—

I. As the State fixes, in the public interest, the price at which a railroad company may take any one's property which it needs, so the same State should fix the rate of travel and transportation over that company's road. In other words: as the company is authorized to take a farmer's house and ground at an arbitrary valuation, so the farmer should be authorized to use the railroad's cars and power on similar terms. Hence, the rates of fare

and freight should be fixed by some disinterested tribunal authorized by the State, and should be subject to change only with that tribunal's express assent.

II. The stock and bonds of a railroad company should be limited to the sum honestly spent in buying the track, building the road, and providing the necessary equipment. They should never be increased, even to pay for extensions or improvements, without express authority from the State.

III. When a railroad company, after paying fair dividends for a number of years, suddenly suspends them, and thenceforth for years professes inability to pay a dime beyond its current expenses, including interest on its loans, it should at once be investigated by the State, its management thoroughly investigated, and the managers removed from their trust, unless they shall be able to overbear the natural presumption that they have squandered or stolen the net proceeds that belong to their stockholders. Should they ask, "Why should the State interfere so long as our stockholders acquiesce?" the ready answer would be, "The public interest requires the building of more railroads, so that more people shall enjoy their benefits; and your failure to pay dividends impedes and postpones this consummation. You are therefore cited to dispel the obvious presumption that you are stealing, to the prejudice of your own stockholders not merely, but of the entire community as well."

IV. The device for preventing or suppressing conspiracies of railway managers against the public weal by forbidding the consolidation of parallel lines is the merest fog-wealth. It isn't worth the paper whereon it is written. So long as half-a-dozen managers of diverse companies can meet in an office and agree to double or treble the rates at which they have hitherto transported produce or merchandise, without hindrance or supervision, the value of every farm, the prosperity of every city, is virtually suspended on the good pleasure of three or four men.

—Such are the new ideas now vaguely floating in the air. They may not yet have taken such shape as to render them formidable to the "rings" whereby our great railroads are managed. But any one whose duty it is to watch the currents of public opinion must realize that the times are exceedingly favorable to their reception and diffusion. That which is now a doubt no bigger than a man's hand is liable suddenly to expand so as to enshroud the sky, inaugurating a tempest which shall become a tornado.

RECREATIONS OF A MURDERER.

From the N. Y. Times. Ruloff has broken the silence of his imprisonment by an appeal to public criticism. He has nothing to say about the crime of which he has been convicted, nothing of the dark suspicions that rest upon his previous life, and, unless by implication, nothing to extend the actual results of a career that has ended so shamefully. The one thing only he trusts—and that is, to the memory of what he persists in regarding as the great work of his life, and in virtue of which he asks us to believe that "no man this day upon God's earth has lived with a higher object" than himself. That Ruloff believed that his book upon "Method in the Formation of Language" would bring him enormous profit and reputation is beyond a doubt. It is no less true that he caused the boy whom he had educated to be a common thief to share the same conviction, and that this and other accomplices of his crimes exercised, under his direction, their profession of robbery mainly that the philological *magnum opus* should be brought to a conclusion, and they should be enabled to share in the golden harvest which they felt assured would follow its publication. A more curious delusion, probably, does not exist in all the annals of crime, and judging from the samples of his work that Ruloff has made public, it was as baseless as it was curious. His communication to the *Binghamton Leader* is a most unique mixture of acuteness, erudition, and nonsense, and pretentious impudence. It is hardly possible to discuss seriously either its "fundamental facts" or its illustrative examples. The man who could so complacently ignore, as Ruloff does in this production, the best-established principles of the science with which he was dealing, while showing, at the same time, culture sufficient to appreciate their force, must either have been a most deliberate charlatan or a most hopeless nomenclator.

Ruloff found ordinary men deceived by something phrased that meant nothing; and he sought to catch the common-sense instinct of the vulgar, and to get the better of the perceptions of the scholar that he thought to revolutionize what now ranks as one of the most exact of sciences, by formulas which are mere verbiage, and discoveries that are but the pretense of half knowledge. What pitiful jargon, when placed alongside of the laborious accuracy of true scholars, is this man's talk about a method that "was for a long time preserved a secret, and was peculiarly in the possession of the priests." His jumbling together of phrases of primary and secondary derivation is only equalled by the ridiculous inaccuracy of many of his illustrated roots, for which latter, however, the typographical errors of the *Leader* may be partially answerable. It is difficult to find any satisfactory theory to explain the intellectual anomaly of a man who seems to have dipped into modern philology, and who yet talks about restoring the science to "the same exalted footing as when it flourished in the schools of Greece and Rome," without, apparently, having the slightest consciousness that he is talking the grossest nonsense. Surprising to find our pseudo-philologist apparently innocent of any knowledge of the true place of the great mother-tongue of all European languages—spoken on the Central Asiatic table-land long before there is any evidence of a sacerdotal caste having existed at all, and when amid the primitive society of a pastoral race the daughter (*duhiter*) was the veritable milk-maid which her name imports, and language embalmed the poetry and the works of daily life so that at a distance of thousands of years we can tell the main features of our race, long before one branch went to people the valley of the Ganges, and the other set out waves of population along the shores of the Euxine.

The scientific pretensions of Ruloff, perhaps, hardly deserved so much attention. It requires but a slight acquaintance with the subject to see through them, and without this slight knowledge their flimsiness can hardly be appreciated. There is, however, some little danger that this interesting felon may impose upon the public pretty much as he imposed upon Mr. Richmond, of Meadville, Pa., with his encyclopedical knowledge about the *spondyliis spinosus*, and his anatomical talk about the zygomatic process, and the lamboidal suture. We may freely admit Ruloff's claim to be considered as a veritable *Admiral Obelisk* of criminals, without at all losing sight of the fact that neither the interest of science or of humanity will greatly

suffer from the consignment to perpetual oblivion of the great work on "Method in the Formation of Language," as well as of its author.

PROPOSALS.

UNITED STATES MAILS.

PENNSYLVANIA.

POST OFFICE DEPARTMENT.

WASHINGTON, SEP. 30, 1870

PROPOSALS for conveying the Mail of the United States from July 1, 1871, to June 30, 1872, on the following routes in the State of Pennsylvania, will be received at the Contract Office of the Department until 3 P. M. of March 1, 1871, to be decided by March 10 following:

- 2025 From Philadelphia to North Oakland, Barnhart's Mills, Balacon, and Union, to Lancaster, York, and back, three times a week. Leave Philadelphia Monday, Wednesday, and Friday, at 7:30 A. M.; Arrive at Lancaster by 4 P. M.; Leave Lancaster Tuesday, Thursday, and Saturday, at 7:30 A. M.; Arrive at York by 4 P. M.; Leave York by 4 P. M.; Arrive at Philadelphia by 1 P. M.; 2026 From Philadelphia to Downingtown (Uniontown P. O.), 6 miles and back, twice a week. Leave Philadelphia Tuesday and Friday at 3 P. M.; Arrive at Downingtown by 5 P. M.; Leave Downingtown Tuesday and Friday at 3 A. M.; Arrive at Philadelphia by 10 A. M.; 2027 From West Bingham, by Bingham Centre and Bingham, to Spring Mills (N. Y.), 7 miles and back, twice a week. Leave West Bingham Tuesday and Saturday at 4 P. M.; Arrive at Spring Mills by 5 P. M.; Leave Spring Mills Tuesday and Saturday at 12 M.; Arrive at West Bingham by 4 P. M.; 2028 From Pottstown to Celarville (no office), 2 miles and back, three times a week by a schedule satisfactory to the postmaster at Celarville. Leave Pottstown Tuesday, Thursday, and Saturday at 1 P. M.; Arrive at Celarville by 6 P. M.; Leave Celarville Tuesday, Thursday, and Saturday at 7 A. M.; Arrive at Pottstown by 12 M.; This route is supposed to be covered by existing service, and, if so, will not be let.

2029 From Philadelphia to Philadelphia (no office), to Brady, 12 miles and back, once a week. Leave Philadelphia Saturday at 8 A. M.; Arrive at Brady by 11 A. M.; Leave Brady Saturday at 1 P. M.; Arrive at Philadelphia by 4 P. M.; Proposals for more frequent service invited.

2030 From Philadelphia to Philadelphia and Malvern, to Smith's Mills, 15 miles and back, twice a week. Leave Philadelphia Tuesday and Saturday at 7 A. M.; Arrive at Smith's Mills Tuesday and Saturday at 1 P. M.; Leave Smith's Mills Tuesday and Saturday at 1 P. M.; Arrive at Philadelphia by 6 P. M.; 2031 From Philadelphia to Philadelphia (no office) and Lancaster, 15 miles and back, once a week. Leave Philadelphia Saturday at 8 A. M.; Arrive at Lancaster by 12 M.; Leave Lancaster Saturday at 1 P. M.; Arrive at Philadelphia by 4 P. M.; Proposals for more frequent service invited.

2032 From Philadelphia to Philadelphia (no office), to Brandy, 12 miles and back, once a week. Leave Philadelphia Saturday at 8 A. M.; Arrive at Brandy by 11 A. M.; Leave Brandy Saturday at 1 P. M.; Arrive at Philadelphia by 4 P. M.; Proposals for more frequent service invited.

2033 From Philadelphia to Philadelphia (no office), to Smith's Mills, 15 miles and back, twice a week. Leave Philadelphia Tuesday and Saturday at 7 A. M.; Arrive at Smith's Mills Tuesday and Saturday at 1 P. M.; Leave Smith's Mills Tuesday and Saturday at 1 P. M.; Arrive at Philadelphia by 6 P. M.; 2034 From Philadelphia to Philadelphia (no office) and Lancaster, 15 miles and back, once a week. Leave Philadelphia Saturday at 8 A. M.; Arrive at Lancaster by 12 M.; Leave Lancaster Saturday at 1 P. M.; Arrive at Philadelphia by 4 P. M.; Proposals for more frequent service invited.

2035 From Philadelphia to Philadelphia (no office), to Brandy, 12 miles and back, once a week. Leave Philadelphia Saturday at 8 A. M.; Arrive at Brandy by 11 A. M.; Leave Brandy Saturday at 1 P. M.; Arrive at Philadelphia by 4 P. M.; Proposals for more frequent service invited.

2036 From Philadelphia to Philadelphia (no office), to Smith's Mills, 15 miles and back, twice a week. Leave Philadelphia Tuesday and Saturday at 7 A. M.; Arrive at Smith's Mills Tuesday and Saturday at 1 P. M.; Leave Smith's Mills Tuesday and Saturday at 1 P. M.; Arrive at Philadelphia by 6 P. M.; 2037 From Philadelphia to Philadelphia (no office) and Lancaster, 15 miles and back, once a week. Leave Philadelphia Saturday at 8 A. M.; Arrive at Lancaster by 12 M.; Leave Lancaster Saturday at 1 P. M.; Arrive at Philadelphia by 4 P. M.; Proposals for more frequent service invited.

2038 From Philadelphia to Philadelphia (no office), to Brandy, 12 miles and back, once a week. Leave Philadelphia Saturday at 8 A. M.; Arrive at Brandy by 11 A. M.; Leave Brandy Saturday at 1 P. M.; Arrive at Philadelphia by 4 P. M.; Proposals for more frequent service invited.

2039 From Philadelphia to Philadelphia (no office), to Smith's Mills, 15 miles and back, twice a week. Leave Philadelphia Tuesday and Saturday at 7 A. M.; Arrive at Smith's Mills Tuesday and Saturday at 1 P. M.; Leave Smith's Mills Tuesday and Saturday at 1 P. M.; Arrive at Philadelphia by 6 P. M.; 2040 From Philadelphia to Philadelphia (no office) and Lancaster, 15 miles and back, once a week. Leave Philadelphia Saturday at 8 A. M.; Arrive at Lancaster by 12 M.; Leave Lancaster Saturday at 1 P. M.; Arrive at Philadelphia by 4 P. M.; Proposals for more frequent service invited.

2041 From Philadelphia to Philadelphia (no office), to Brandy, 12 miles and back, once a week. Leave Philadelphia Saturday at 8 A. M.; Arrive at Brandy by 11 A. M.; Leave Brandy Saturday at 1 P. M.; Arrive at Philadelphia by 4 P. M.; Proposals for more frequent service invited.

2042 From Philadelphia to Philadelphia (no office), to Smith's Mills, 15 miles and back, twice a week. Leave Philadelphia Tuesday and Saturday at 7 A. M.; Arrive at Smith's Mills Tuesday and Saturday at 1 P. M.; Leave Smith's Mills Tuesday and Saturday at 1 P. M.; Arrive at Philadelphia by 6 P. M.; 2043 From Philadelphia to Philadelphia (no office) and Lancaster, 15 miles and back, once a week. Leave Philadelphia Saturday at 8 A. M.; Arrive at Lancaster by 12 M.; Leave Lancaster Saturday at 1 P. M.; Arrive at Philadelphia by 4 P. M.; Proposals for more frequent service invited.

2044 From Philadelphia to Philadelphia (no office), to Brandy, 12 miles and back, once a week. Leave Philadelphia Saturday at 8 A. M.; Arrive at Brandy by 11 A. M.; Leave Brandy Saturday at 1 P. M.; Arrive at Philadelphia by 4 P. M.; Proposals for more frequent service invited.

2045 From Philadelphia to Philadelphia (no office), to Smith's Mills, 15 miles and back, twice a week. Leave Philadelphia Tuesday and Saturday at 7 A. M.; Arrive at Smith's Mills Tuesday and Saturday at 1 P. M.; Leave Smith's Mills Tuesday and Saturday at 1 P. M.; Arrive at Philadelphia by 6 P. M.; 2046 From Philadelphia to Philadelphia (no office) and Lancaster, 15 miles and back, once a week. Leave Philadelphia Saturday at 8 A. M.; Arrive at Lancaster by 12 M.; Leave Lancaster Saturday at 1 P. M.; Arrive at Philadelphia by 4 P. M.; Proposals for more frequent service invited.

2047 From Philadelphia to Philadelphia (no office), to Brandy, 12 miles and back, once a week. Leave Philadelphia Saturday at 8 A. M.; Arrive at Brandy by 11 A. M.; Leave Brandy Saturday at 1 P. M.; Arrive at Philadelphia by 4 P. M.; Proposals for more frequent service invited.

2048 From Philadelphia to Philadelphia (no office), to Smith's Mills, 15 miles and back, twice a week. Leave Philadelphia Tuesday and Saturday at 7 A. M.; Arrive at Smith's Mills Tuesday and Saturday at 1 P. M.; Leave Smith's Mills Tuesday and Saturday at 1 P. M.; Arrive at Philadelphia by 6 P. M.; 2049 From Philadelphia to Philadelphia (no office) and Lancaster, 15 miles and back, once a week. Leave Philadelphia Saturday at 8 A. M.; Arrive at Lancaster by 12 M.; Leave Lancaster Saturday at 1 P. M.; Arrive at Philadelphia by 4 P. M.; Proposals for more frequent service invited.

2050 From Philadelphia to Philadelphia (no office), to Brandy, 12 miles and back, once a week. Leave Philadelphia Saturday at 8 A. M.; Arrive at Brandy by 11 A. M.; Leave Brandy Saturday at 1 P. M.; Arrive at Philadelphia by 4 P. M.; Proposals for more frequent service invited.

2051 From Philadelphia to Philadelphia (no office), to Smith's Mills, 15 miles and back, twice a week. Leave Philadelphia Tuesday and Saturday at 7 A. M.; Arrive at Smith's Mills Tuesday and Saturday at 1 P. M.; Leave Smith's Mills Tuesday and Saturday at 1 P. M.; Arrive at Philadelphia by 6 P. M.; 2052 From Philadelphia to Philadelphia (no office) and Lancaster, 15 miles and back, once a week. Leave Philadelphia Saturday at 8 A. M.; Arrive at Lancaster by 12 M.; Leave Lancaster Saturday at 1 P. M.; Arrive at Philadelphia by 4 P. M.; Proposals for more frequent service invited.

2053 From Philadelphia to Philadelphia (no office), to Brandy, 12 miles and back, once a week. Leave Philadelphia Saturday at 8 A. M.; Arrive at Brandy by 11 A. M.; Leave Brandy Saturday at 1 P. M.; Arrive at Philadelphia by 4 P. M.; Proposals for more frequent service invited.

2054 From Philadelphia to Philadelphia (no office), to Smith's Mills, 15 miles and back, twice a week. Leave Philadelphia Tuesday and Saturday at 7 A. M.; Arrive at Smith's Mills Tuesday and Saturday at 1 P. M.; Leave Smith's Mills Tuesday and Saturday at 1 P. M.; Arrive at Philadelphia by 6 P. M.; 2055 From Philadelphia to Philadelphia (no office) and Lancaster, 15 miles and back, once a week. Leave Philadelphia Saturday at 8 A. M.; Arrive at Lancaster by 12 M.; Leave Lancaster Saturday at 1 P. M.; Arrive at Philadelphia by 4 P. M.; Proposals for more frequent service invited.

2056 From Philadelphia to Philadelphia (no office), to Brandy, 12 miles and back, once a week. Leave Philadelphia Saturday at 8 A. M.; Arrive at Brandy by 11 A. M.; Leave Brandy Saturday at 1 P. M.; Arrive at Philadelphia by 4 P. M.; Proposals for more frequent service invited.

2057 From Philadelphia to Philadelphia (no office), to Smith's Mills, 15 miles and back, twice a week. Leave Philadelphia Tuesday and Saturday at 7 A. M.; Arrive at Smith's Mills Tuesday and Saturday at 1 P. M.; Leave Smith's Mills Tuesday and Saturday at 1 P. M.; Arrive at Philadelphia by 6 P. M.; 2058 From Philadelphia to Philadelphia (no office) and Lancaster, 15 miles and back, once a week. Leave Philadelphia Saturday at 8 A. M.; Arrive at Lancaster by 12 M.; Leave Lancaster Saturday at 1 P. M.; Arrive at Philadelphia by 4 P. M.; Proposals for more frequent service invited.

2059 From Philadelphia to Philadelphia (no office), to Brandy, 12 miles and back, once a week. Leave Philadelphia Saturday at 8 A. M.; Arrive at Brandy by 11 A. M.; Leave Brandy Saturday at 1 P. M.; Arrive at Philadelphia by 4 P. M.; Proposals for more frequent service invited.

2060 From Philadelphia to Philadelphia (no office), to Smith's Mills, 15 miles and back, twice a week. Leave Philadelphia Tuesday and Saturday at 7 A. M.; Arrive at Smith's Mills Tuesday and Saturday at 1 P. M.; Leave Smith's Mills Tuesday and Saturday at 1 P. M.; Arrive at Philadelphia by 6 P. M.; 2061 From Philadelphia to Philadelphia (no office) and Lancaster, 15 miles and back, once a week. Leave Philadelphia Saturday at 8 A. M.; Arrive at Lancaster by 12 M.; Leave Lancaster Saturday at 1 P. M.; Arrive at Philadelphia by 4 P. M.; Proposals for more frequent service invited.

2062 From Philadelphia to Philadelphia (no office), to Brandy, 12 miles and back, once a week. Leave Philadelphia Saturday at 8 A. M.; Arrive at Brandy by 11 A. M.; Leave Brandy Saturday at 1 P. M.; Arrive at Philadelphia by 4 P. M.; Proposals for more frequent service invited.

2063 From Philadelphia to Philadelphia (no office), to Smith's Mills, 15 miles and back, twice a week. Leave Philadelphia Tuesday and Saturday at 7 A. M.; Arrive at Smith's Mills Tuesday and Saturday at 1 P. M.; Leave Smith's Mills Tuesday and Saturday at 1 P. M.; Arrive at Philadelphia by 6 P. M.; 2064 From Philadelphia to Philadelphia (no office) and Lancaster, 15 miles and back, once a week. Leave Philadelphia Saturday at 8 A. M.; Arrive at Lancaster by 12 M.; Leave Lancaster Saturday at 1 P. M.; Arrive at Philadelphia by 4 P. M.; Proposals for more frequent service invited.

2065 From Philadelphia to Philadelphia (no office), to Brandy, 12 miles and back, once a week. Leave Philadelphia Saturday at 8 A. M.; Arrive at Brandy by 11 A. M.; Leave Brandy Saturday at 1 P. M.; Arrive at Philadelphia by 4 P. M.; Proposals for more frequent service invited.

2066 From Philadelphia to Philadelphia (no office), to Smith's Mills, 15 miles and back, twice a week. Leave Philadelphia Tuesday and Saturday at 7 A. M.; Arrive at Smith's Mills Tuesday and Saturday at 1 P. M.; Leave Smith's Mills Tuesday and Saturday at 1 P. M.; Arrive at Philadelphia by 6 P. M.; 2067 From Philadelphia to Philadelphia (no office) and Lancaster, 15 miles and back, once a week. Leave Philadelphia Saturday at 8 A. M.; Arrive at Lancaster by 12 M.; Leave Lancaster Saturday at 1 P. M.; Arrive at Philadelphia by 4 P. M.; Proposals for more frequent service invited.

2068 From Philadelphia to Philadelphia (no office), to Brandy, 12 miles and back, once a week. Leave Philadelphia Saturday at 8 A. M.; Arrive at Brandy by 11 A. M.; Leave Brandy Saturday at 1 P. M.; Arrive at Philadelphia by 4 P. M.; Proposals for more frequent service invited.

2069 From Philadelphia to Philadelphia (no office), to Smith's Mills, 15 miles and back, twice a week. Leave Philadelphia Tuesday and Saturday at 7 A. M.; Arrive at Smith's Mills Tuesday and Saturday at 1 P. M.; Leave Smith's Mills Tuesday and Saturday at 1 P. M.; Arrive at Philadelphia by 6 P. M.; 2070 From Philadelphia to Philadelphia (no office) and Lancaster, 15 miles and back, once a week. Leave Philadelphia Saturday at 8 A. M.; Arrive at Lancaster by 12 M.; Leave Lancaster Saturday at 1 P. M.; Arrive at Philadelphia by 4 P. M.; Proposals for more frequent service invited.

2071 From Philadelphia to Philadelphia (no office), to Brandy, 12 miles and back, once a week. Leave Philadelphia Saturday at 8 A. M.; Arrive at Brandy by 11 A. M.; Leave Brandy Saturday at 1 P. M.; Arrive at Philadelphia by 4 P. M.; Proposals for more frequent service invited.

2072 From Philadelphia to Philadelphia (no office), to Smith's Mills, 15 miles and back, twice a week. Leave Philadelphia Tuesday and Saturday at 7 A. M.; Arrive at Smith's Mills Tuesday and Saturday at 1 P. M.; Leave Smith's Mills Tuesday and Saturday at 1 P. M.; Arrive at Philadelphia by 6 P. M.; 2073 From Philadelphia to Philadelphia (no office) and Lancaster, 15 miles and back, once a week. Leave Philadelphia Saturday at 8 A. M.; Arrive at Lancaster by 12 M.; Leave Lancaster Saturday at 1 P. M.; Arrive at Philadelphia by 4 P. M.; Proposals for more frequent service invited.

2074 From Philadelphia to Philadelphia (no office), to Brandy, 12 miles and back, once a week. Leave Philadelphia Saturday at 8 A. M.; Arrive at Brandy by 11 A. M.; Leave Brandy Saturday at 1 P. M.; Arrive at Philadelphia by 4 P. M.; Proposals for more frequent service invited.

2075 From Philadelphia to Philadelphia (no office), to Smith's Mills, 15 miles and back, twice a week. Leave Philadelphia Tuesday and Saturday at 7 A. M.; Arrive at Smith's Mills Tuesday and Saturday at 1 P. M.; Leave Smith's Mills Tuesday and Saturday at 1 P. M.; Arrive at Philadelphia by 6 P. M.; 2076 From Philadelphia to Philadelphia (no office) and Lancaster, 15 miles and back, once a week. Leave Philadelphia Saturday at 8 A. M.; Arrive at Lancaster by 12 M.; Leave Lancaster Saturday at 1 P. M.; Arrive at Philadelphia by 4 P. M.; Proposals for more frequent service invited.

2077 From Philadelphia to Philadelphia (no office), to Brandy, 12 miles and back, once a week. Leave Philadelphia Saturday at 8 A. M.; Arrive at Brandy by 11 A. M.; Leave Brandy Saturday at 1 P. M.; Arrive at Philadelphia by 4 P. M.; Proposals for more frequent service invited.

2078 From Philadelphia to Philadelphia (no office), to Smith's Mills, 15 miles and back, twice a week. Leave Philadelphia Tuesday and Saturday at 7 A. M.; Arrive at Smith's Mills Tuesday and Saturday at 1 P. M.; Leave Smith's Mills Tuesday and Saturday at 1 P. M.; Arrive at Philadelphia by 6 P. M.; 2079 From Philadelphia to Philadelphia (no office) and Lancaster, 15 miles and back, once a week. Leave Philadelphia Saturday at 8 A. M.; Arrive at Lancaster by 12 M.; Leave Lancaster Saturday at 1 P. M.; Arrive at Philadelphia by 4 P. M.; Proposals for more frequent service invited.

2080 From Philadelphia to Philadelphia (no office), to Brandy, 12 miles and back, once a week. Leave Philadelphia Saturday at 8 A. M.; Arrive at Brandy by 11 A. M.; Leave Brandy Saturday at 1 P. M.; Arrive at Philadelphia by 4 P. M.; Proposals for more frequent service invited.

2081 From Philadelphia to Philadelphia (no office), to Smith's Mills, 15 miles and back, twice a week. Leave Philadelphia Tuesday and Saturday at 7 A. M.; Arrive at Smith's Mills Tuesday and Saturday at 1 P. M.; Leave Smith's Mills Tuesday and Saturday at 1 P. M.; Arrive at Philadelphia by 6 P. M.; 2082 From Philadelphia to Philadelphia (no office) and Lancaster, 15 miles and back, once a week. Leave Philadelphia Saturday at 8 A. M.; Arrive at Lancaster by 12 M.; Leave Lancaster Saturday at 1 P. M.; Arrive at Philadelphia by 4 P. M.; Proposals for more frequent service invited.

2083 From Philadelphia to Philadelphia (no office), to Brandy, 12 miles and back, once a week. Leave Philadelphia Saturday at 8 A. M.; Arrive at Brandy by 11 A. M.; Leave Brandy Saturday at 1 P. M.; Arrive at Philadelphia by 4 P. M.; Proposals for more frequent service invited.

2084 From Philadelphia to Philadelphia (no office), to Smith's Mills, 15 miles and back, twice a week. Leave Philadelphia Tuesday and Saturday at 7 A. M.; Arrive at Smith's Mills Tuesday and Saturday at 1 P. M.; Leave Smith's Mills Tuesday and Saturday at 1 P. M.; Arrive at Philadelphia by 6 P. M.; 2085 From Philadelphia to Philadelphia (no office) and Lancaster, 15 miles and back, once a week. Leave Philadelphia Saturday at 8 A. M.; Arrive at Lancaster by 12 M.; Leave Lancaster Saturday at 1 P. M.; Arrive at Philadelphia by 4 P. M.; Proposals for more frequent service invited.

2086 From Philadelphia to Philadelphia (no office), to Brandy, 12 miles and back, once a week. Leave Philadelphia Saturday at 8 A. M.; Arrive at Brandy by 11 A. M.; Leave Brandy Saturday at 1 P. M.; Arrive at Philadelphia by 4 P. M.; Proposals for more frequent service invited.

2087 From Philadelphia to Philadelphia (no office), to Smith's Mills, 15 miles and back, twice a week. Leave Philadelphia Tuesday and Saturday at 7 A. M.; Arrive at Smith's Mills Tuesday and Saturday at 1 P. M.; Leave Smith's Mills Tuesday and Saturday at 1 P. M.; Arrive at Philadelphia by 6 P. M.; 2088 From Philadelphia to Philadelphia (no office) and Lancaster, 15 miles and back, once a week. Leave Philadelphia Saturday at 8 A. M.; Arrive at Lancaster by 12 M.; Leave Lancaster Saturday at 1 P. M.; Arrive at Philadelphia by 4 P. M.; Proposals for more frequent service invited.

2089 From Philadelphia to Philadelphia (no office), to Brandy, 12 miles and back, once a week. Leave Philadelphia Saturday at 8 A. M.; Arrive at Brandy by 11 A. M.; Leave Brandy Saturday at 1 P. M.; Arrive at Philadelphia by 4 P. M.; Proposals for more frequent service invited.

2090 From Philadelphia to Philadelphia (no office), to Smith's Mills, 15 miles and back, twice a week. Leave Philadelphia Tuesday and Saturday at