

PHILADELPHIA TO WILLIAMSPORT, WITH HALTS BY THE WAY.

THE READING RAILROAD AND THE SCHUYLKILL VALLEY—THE BEAUTIFUL AND TERRIFIC OF THE CATAWISSA—A HALT AT DANVILLE—ITS IRON FURNACES AND FOUNDRIES, ETC.—THE NEW RAILROAD TO SUNBURY—WHAT ENERGY WILL DO—SUNBURY—THE RAILROADS AND COAL-FIELDS—BUSINESS ON THE SUSQUEHANNA.

From Our Own Correspondent. WILLIAMSPORT, August 18.—Numbering among the best, if not in itself the best, managed railroads on this continent is the Reading. Its locomotives are of the most powerful description, and its cars and other accommodations are certainly unsurpassable. Leaving the depot at 8:15 A. M. the traveller soon finds himself gliding over the smoothest of tracks, along the banks of the Schuylkill, at a rate of speed which even in these fast days is decidedly refreshing and stimulating.

On every hand along the narrow valley, industries hands find ample employment in the hundreds of manufactories and iron furnaces which dot the banks of the river, from the limits of the Quaker City to its source among the mountains of Schuylkill county. It is a valley which for resources and wealth has probably no superior on the globe, when its length and breadth enter into the consideration of the subject.

CATAWISSA RAILROAD.

A decent regard for the safety and feelings of those who travel over this celebrated railroad does not permit of running at a "lightning" gait, but nevertheless we skim along at a fair rate of speed. On the right, going west, far below us lie the most picturesque of valleys, dotted here and there with comfortable houses and barns which fairly glitter in their whiteness beneath a noonday sun. Here and there we catch a glimpse of what we at first suppose to be the banks of some mountain torrent, but which afterwards develops itself to be the Lehigh Valley Railroad. Here it lies hundreds of feet below us, running hither and thither among the hills, looking like a silver cord forming a circle about the base of a mound of lakes. High up, on the left, are the mountains from the bowels of which the households and manufactories of Philadelphia derive their supplies of anthracite coal.

Passing onward, the railroad, which but a short time since was many feet below us, is lost to view on the right, and our attention is called to the fact that it is now above us. Here for a while the two railroads run on a parallel line, but one considerably above the other, until at length we cross at an acute angle, and then again we find the track, which but a moment before was on our right and above us, has changed to the other side, and gradually goes sinking down, down, until finally it is lost to view among the hills and dense forests which surround us on every side. Passing on, now flying around the brink of some precipice, and again darting into some cut whose sides threaten to come tumbling down without a moment's warning, we find enough to occupy the attention without troubling ourselves about the probabilities or circumstances of what might be if things were otherwise. But the men who permit us to take an almost aerial flight have studied all the probabilities long before we were permitted to pass over this road, and with that peace of mind which a knowledge of all being right gives us, we lay back and lose ourselves in wondering how such a thing as running a railroad over such mountains ever entered the heads of its projectors. The wonderment is answered by the simple word "business." Now we stop for a moment among the trees to throw off a package of letters or take on a passenger or two, and then again we press onward. But now we come upon a portion of the route which strikes the beholder with amazement. What was grand before is now doubly so—awful and yet inspiring. The whistle sounds, the brakes are applied, and our train slows down. Glancing out of the window is seen, stretching directly across our path, a deep, narrow valley, with sides almost perpendicular. Directly in front of us is seen a row of timbers standing upright, like stakes upon the ground far below. Onward we go, and ere we are fairly aware of the fact we are upon the trestle work which supports the track. Down, far down beneath us, the tallest trees scarcely reaching half way up between us and the earth beneath, dogs bark and gleeful children clap their hands and cheer us. We hold our breaths instinctively, and an involuntary shudder fills the heart as we move over the creaking, groaning timbers; but all is safe. I have been on the top of monuments, and have felt that peculiar feeling which I presume all persons experience in looking downward from a high point, but I never before experienced so peculiar a sensation as I experienced while looking down along the side of the car and seeing nothing beneath but the hard ground and jagged rocks which lay below us about one hundred and thirty feet. In few words, there is no realizing what I have so faintly endeavored to depict but by actual experience. Five of these structures were passed over on our route through the mountains, and I am free to confess that I felt thankful when the last one was left behind us. About three hours and a half after leaving Tamaqua we find ourselves at

DANVILLE. This town is one of the most thriving in the State, and is situated on the North Branch of the Susquehanna, about two miles from its confluence with the West Branch. It is pleasantly situated on a high bluff, and is entirely surrounded by mountains of very respectable proportions. Like most other towns in this section of the State, Danville has almost an exclusive interest in a certain line of business. Here some of the largest and certainly the best arranged iron works in the State may be found. Hence, when the iron business is moving everything else keeps pace with it. Just now, considering the season, a fair business is being done. The population of the place is about eleven thousand souls, and a number of fine improvements are in progress. Among these may be noticed the new State Lunatic Asylum, an edifice which when finished will be one of the largest buildings in the State. Its extreme front is eleven hundred and fourteen feet. When finished it will accommodate nearly five thousand people. The people of the place are of a generous, social disposition, and this, added to the fine hotels, makes the town a most agreeable stopping place.

On the opposite side of the river, and connected with Danville by a fine bridge, is the infant town of South Danville, a village which has sprung up within the past two years, and which promises great things in the future, through the instrumentality of the S. P. Case, or Sunbury, Danville, and Hazleton Railroad. This railroad traverses the right bank of the river, and when entirely finished will be one of the greatest arteries of the Hazleton coal fields. The building of the road is due almost entirely to the efforts of Mr. S. P. Case, of Danville, who has devoted almost a life-time to its construction. The road is in most excellent condition, and although not yet finished has most elegant cars and does a fine business. Its successful completion is one more evidence of what perseverance and zeal are worth. By this route we reach, on the Susquehanna,

SUNBURY.

Beautifully situated, about two miles below where the two branches meet and form the main river, is the town of Sunbury. It is one of the railroad centres of the State, and has no less than five different lines passing through or near its precincts. It is the northern terminus of the Northern Central Railway, and the southern or eastern terminus of the Philadelphia and Erie Railroad. Its population at this time is about five thousand souls, but the spirit of improvement appears to have broken out among its inhabitants, and the day is probably not far distant when Sunbury will be a successful rival among the inland towns of the State. Sunbury, like Danville, has its exclusive interests. Here it is railroads and coal. Everything depends upon the condition and facilities of the railroads, or the coal-fields. The men talk of these interests in the bar-rooms, the women talk of them in the parlor, the children lip them in the street, but withal there is a good business done in other lines of trade, providing always that the railroads and coal mines are all right.

The same troubles experienced in the coal regions lower down are experienced here. The miners rule supreme, and if only half I hear of their misdoings be true, they should be exterminated. They rule with an iron hand, and set both divine and civil laws aside whenever it suits their convenience. Nor does your correspondent see how this condition of affairs can be remedied so long as the Democratic party, as a party, protect these lawless people in the course they are now and have been pursuing for the past five or six years. I am reminded of a case which occurred here a few days since, which is a fair sample of how some things are done and others not done. In some way or another a colored man and a miner got into a quarrel, and the result was that the African had too much muscle for the Irishman, and knocked the Irishman down. A few hours afterwards the Irishman visited the hotel where the colored man was at work, and deliberately shot him down through the window. The assassin was arrested and taken before an alderman, but through ignorance was permitted to depart. He was no sooner free than he boasted to his companions of having done the deed, and this, in connection with other facts, induced his second arrest, and his ultimate trial before court. Men swore that they saw him do the deed, but the defense produced a number of men from among the man's companions who swore that they were standing by his side at the time the shot was fired, and that he did not fire it; and the assassin was acquitted. This is simply an expose of how swearing on the Bible is reduced to a science in the coal regions.

A little log hut at the lower end of the town, near the Lutheran church, was pointed out to me as the birthplace of the Hon. Simon Cameron. The whole concern is not larger than a medium-sized stable. Numbers of stories are told about the boyhood days of the old General, but as most of them are of little interest to the general reader, I pass them by. One incident in connection with Mr. Cameron's early life, however, is so decidedly American-like, and so valuable as an example, that I relate it. Mr. Cameron's father was a very poor man, and had enough to do to support his numerous family without attending to his education, at that time a more expensive item than now; hence Simon and the other children were permitted to run around loose. As a boy Mr. Cameron did whatever happened to fall in his way, until at length, by the kindness of one of his father's friends, he was furnished with a small sum of money (a few cents) and ferried to the canal on the other side of the river. Once afloat, Mr. Cameron made his way to Harrisburg and was lost to the view of his friends here until he turned up as a contractor. From that time on his success as a man of business was upward and

onward, and from the little start he derived from the friend of his father dates his success in life. He is the architect of his own fame and fortune. Hon. John B. Packer, a relative of Mr. Cameron's, resides here, and is the owner of a magnificent mansion on Market street, near the river. He will probably be re-elected to Congress during the coming campaign.

SINGULAR ELECTRICAL PHENOMENON.

A tornado passed over some parts of Minnesota a few days ago which was marked by the same characteristics as that which visited some parts of New York and New England about the same time. It was very severe in some towns, while in the neighboring places it was not felt at all, or at most was scarcely noticed, and it appeared to travel in a narrow path. A writer in the St. Paul Press, who witnessed the storm at Owatonna, in the southern part of Minnesota, gives the following account of its singular appearance there:

This morning at about half-past two o'clock this city was visited by the most terrific and destructive tornado which it has ever known. The round house of the Winona and St. Peter Railroad Company was unroofed, and a large portion of the walls demolished. The engine Clermont was nearly buried in the debris, but sustained no serious damage. The night watchman was in the house when it fell, but found safe refuge in the mill underneath the engine tender. The wheel of the windmill on the eminence west of the city was completely destroyed. This wheel was nearly one hundred feet in diameter. A large ice house was blown to pieces. The cheese factory was so badly damaged as to be unfit for further use without repairs, and I am told that the summer's accumulation of cheese must be removed.

The upper portion of the fronts of several buildings was blown off; awnings and signboards were badly damaged; trees and garden fences suffered severely, and chimneys and outbuildings were generally capsized. Some roofs were badly broken, and others damaged but little.

There was neither rain nor hail. There seemed to be one current approaching the city from the southwest and another from the southeast, and when I first noticed these currents they were quite distant from each other, but they rapidly approached, converging directly upon the city. When apparently a mile away they appeared midway between the two currents, and at a low elevation, a light, small at first, but gradually increasing, until it reached the size of an ordinary hog-head. Its base was parallel to the surface of the earth. The sides seemed to approach each other to an inclination of about thirty degrees. At the top of this cone, and apparently just separated from it, appeared a bright blaze, which shot towards the zenith in forked flames, I judge from ten to fifteen feet in height. The cone beneath the blaze seemed to revolve rapidly around an axis, vertical to the centre of the earth.

The brilliancy of this air-fleed became constantly more intense as the currents approached each other, and its revolutions became proportionately more rapid, until in the shock caused by the collision which occurred on Cedar street, some fifty feet north of the public square—a terrific and deafening sound was heard, followed by a dispersion of some fifty fragments of electrical light, in apparently solid form. These were seen shooting in every direction, approaching the earth, and withdrawing from it in fantastic though appalling gyrations. The scene of this phenomenon was the region of the greatest disaster. The wind blew sharply, but did not do the damage. There was a fierce and terrible force in the air, not in the air itself, which nothing could withstand. Single shingles were plucked from roofs. One picket was torn from the fence while its fellows were unremoved. A single row of onions in a neighbor's garden were torn from the ground, and the others left to grow and ripen undisturbed.

The foregoing facts furnish data upon which I base the following theory.—The excessive heat of the two preceding days was such as to produce great disturbance in the atmosphere, and give rise to the formation of strong aerial currents, which, after becoming complicated, rioted while in close combat, and then separated, perhaps by electrical force, formed again in different quarters—two strong channels of moving air emerging upon a common centre. Approaching each other, the spaces through which the electricity inherent in the air was diffused became rapidly less, and still less, at the same time it would be carried along by its own adhesion to the moving mass of clouds.

It thus became gradually condensed, and by its own motion, together with the constantly increasing pressure of the approaching currents, forming walls through which it could not break, and the friction caused by the mobility of its own particles upon themselves intensified the heat until it became first luminous, then incandescent, and concentrated in tangible form, and finally yielding to the power of its own explosive force, burst asunder, forming numerous balls of concentrated fire, which discolored and spent their fury on surrounding objects.

Traces of this tornado are visible as far east as Lewistown, unattended, however, by any serious damage.

—The first building society of St. Paul, Minn., has been in a flourishing condition for some months past. At a recent meeting for the election of officers, \$2000 were distributed to four members at the usual high premiums.

PIANOS. ALBRECHT, RIEKES & SCHMIDT, MANUFACTURERS OF FIRST-CLASS PIANO-FORTES. Full guarantee and moderate prices. 321 WAREHOUSES, No. 610 ARCH. GROCERIES, ETC. NEW NO. 1 MACKEREL, IN KITTES. FIRST OF THE SEASON. ALBERT C. ROBERTS, Dealer in Fine Groceries, 117 1/2 Corner ELEVENTH and VINE Streets. THE HYPERION HAIR CURLERS, AN INDISPENSABLE ARTICLE FOR THE LADIES (Patented July 9, 1867.) This Curler is the most perfect invention ever offered to the public. It is easily operated, neat in appearance and will not injure the hair, as there is no heat required, nor any metallic substance used to rust or break the hair. Manufactured only, and for sale wholesale and retail, by McHILLAN & CO., 53 1/2 So. No. 6 North Front Street, Philadelphia. Sold at all Dry Goods, Trimming and Notion Stores.

FINANCIAL. AN EXCELLENT INVESTMENT! 10 Per Cent. First Mortgage Land Grant Bonds OF THE Portage Lake and Lake Superior Ship Canal Company, At 95 and Accrued Interest. Coupons payable January and July at Ocean Bank, New York. Secured by mortgage of the CANAL, its tolls, franchises, and EQUIPMENTS, and 200,000 ACRES of very valuable and carefully selected IRON, COPPER, PINE, AND OTHER TIMBER LANDS. Worth at the low estimate five to eight times the amount of the mortgage. Whole Issue \$500,000, Of which a balance of only \$150,000 remains unsold. This Ship Canal—after five years labor and an expenditure of nearly a million of dollars, besides nearly half a million more for machinery and equipment—is nearly finished, and will be entirely completed the present season. The tolls on the present commerce of Lake Superior would not only pay the interest on these bonds, but large dividends also to the Stockholders. This trade will be increased immensely next season when the grain from the great wheat-producing regions of Minnesota shall pass by this route (as it necessarily must) to the seaboard, by way of the railroad from St. Paul to Duluth, now just completed. Send for maps and circulars. For sale at 95 and accrued interest by

B. K. JAMISON & CO., Bankers, COR. THIRD AND CHESNUT STS. 86 1/2 PHILADELPHIA. LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY COMPANY SEVEN PER CENT. Consolidated Mortgage Sinking Fund Bonds. The Lake Shore and Michigan Southern Railway Company, for the purpose of providing for the payment of its several mortgage debts as they become due, has executed a mortgage to the Union Trust Company, of New York, as Trustee, upon the whole of its Railroad and branches, payable on the first day of July, in the year one thousand nine hundred. COUPON BONDS of \$100 each will be issued, with interest at Seven per centum per annum, payable semi-annually, on the first day of January and July, in each year, and REGISTERED BONDS of \$1000, \$500, and \$100 each, without coupons, with interest at Seven per centum per annum, payable quarterly, on the first day of January, April, July, and October, in each year, principal and interest payable at the office of the Union Trust Company in New York. We call the attention of investors especially to this class of REGISTERED BONDS, which, on account of the SECURITY AFFORDED AGAINST LOSS BY ROBBERY, FIRE, OR OTHERWISE, AND THE PAYMENT OF QUARTERLY INTEREST, offer an investment peculiarly desirable. A limited amount of these bonds can be purchased at 95 1/2, and accrued interest, upon application to

ROBINSON, CHASE & CO., NO. 18 BROAD STREET, NEW YORK. Application may be made to Messrs. GLENDINNING, DAVIS & CO., Philadelphia. SEVEN PER CENT. BONDS At 75, Interest Regularly Paid. WE OFFER FOR SALE \$60,000 SOUTH MOUNTAIN IRON AND RAILROAD CO. SEVEN PER CENT. BONDS, At 75 and Accrued Interest, SECURED BY 17 MILES OF RAILROAD, Finished and doing good business, and about 23,000 acres of Coal and Iron ore land situated in Cumberland Valley, Pa.

B. K. JAMISON & CO., N. W. Cor. THIRD and CHESNUT Streets, 72 1/2 PHILADELPHIA, Pa. FOR SALE, Six Per Cent. Loan of the City of Williamsport, Pennsylvania, FREE OF ALL TAXES, At 85, and Accrued Interest. These Bonds are made absolutely secure by act of Legislature compelling the city to levy sufficient tax to pay interest and principal.

P. S. PETERSON & CO., No. 39 SOUTH THIRD STREET, PHILADELPHIA. B. K. JAMISON & CO., SUCCESSORS TO P. F. KELLY & CO., BANKERS AND DEALERS IN Gold, Silver and Government Bonds At Closest Market Rates, N. W. Cor. THIRD and CHESNUT STS. Special attention given to COMMISSION ORDERS in New York and Philadelphia Stock Boards, etc.

ELLIOTT & DUNN, BANKERS, No. 109 SOUTH THIRD STREET, DEALERS IN ALL GOVERNMENT SECURITIES, GOLD BILLS, ETC. DRAW BILLS OF EXCHANGE AND ISSUE COMMERCIAL LETTERS OF CREDIT ON THE UNION BANK OF LONDON. ISSUE TRAVELLERS' LETTERS OF CREDIT ON LONDON AND PARIS, available throughout Europe. Will collect all Coupons and Interest free of charge for parties making their financial arrangements with us.

FINANCIAL. Wilmington and Reading RAILROAD Seven Per Cent. Bonds, FREE OF TAXES. We are offering \$200,000 of the Second Mortgage Bonds of this Company AT 82 1/2 AND ACCRUED INTEREST. For the convenience of investors these Bonds are issued in denominations of \$1000s, \$500s, and 100s. The money is required for the purchase of additional Rolling Stock and the full equipment of the Road. The road is now finished, and doing a business largely in excess of the anticipations of its officers. The trade offered necessitates a large additional outlay for rolling stock, to afford full facilities for its prompt transaction, the present rolling stock not being sufficient to accommodate the trade.

WM. PAINTER & CO., BANKERS, No. 36 South THIRD Street, PHILADELPHIA. SEVEN PER CENT. First Mortgage Bonds Danville, Hazleton, and Wilkes-barre Railroad Company, At 85 and Accrued Interest Clear of all Taxes. INTEREST PAYABLE APRIL AND OCTOBER. Persons wishing to make investments are invited to examine the merits of these BONDS. Pamphlets supplied and full information given by

Sterling & Wildman, FINANCIAL AGENTS, No. 110 SOUTH THIRD STREET, PHILADELPHIA. Government Bonds and other Securities taken in exchange for the above at best market rates.

SILVER FOR SALE. C. T. YERKES, Jr., & CO., BANKERS AND BROKERS, No. 20 South THIRD Street, PHILADELPHIA. GLENDINNING, DAVIS & CO., No. 48 SOUTH THIRD STREET, PHILADELPHIA. GLENDINNING, DAVIS & AMORY, No. 17 WALL STREET, NEW YORK, BANKERS AND BROKERS. Receive deposits subject to check, allow interest on standing and temporary balances, and execute orders promptly for the purchase and sale of STOCKS, BONDS AND GOLD, in either city. Direct telegraphic communication from Philadelphia to New York.

SHIPPING. FOR LIVERPOOL AND QUEENSTOWN.—Inman Line of Royal Mail Steamers are appointed to sail as follows:— City of Baltimore (via Halifax), Tuesday, August 23, at 4 P. M. City of Washington, Saturday, August 27, at 2 P. M. City of Paris, Saturday, September 3, at 12 M. City of Antwerp (via Halifax), Tuesday, September 6, at 1 P. M. and each succeeding Saturday and alternate Tuesday, from pier No. 45 North river. RATES OF PASSEGE. Payable in gold. Payable in currency. First Cabin, \$15 Steerage, \$10 To London, \$20 To London, \$15 To Paris, \$20 To Paris, \$15 To Halifax, \$20 To Halifax, \$15 Passengers also forwarded to Havre, Hamburg, 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 office. JOHN G. DALE, Agent, No. 15 Broadway, N. Y.; Or to O'BRIEN & BAILEY, Agents, 45 No. 42 CHESNUT Street, Philadelphia.

DELAWARE AND CHESAPEAKE STEAM TOWBOAT COMPANY. Barges towed between Philadelphia, Baltimore, Havre-de-Grace, Delaware City, and intermediate points. WILLIAM P. CLYDE & CO., Agents, Captain JOHN LAUGHLIN, Superintendent, Office, No. 12 South Water Street, Philadelphia. PHILADELPHIA, RICHMOND, AND NORFOLK STEAMSHIP LINE THROUGH PHOENIX ISLANDS, THE SOUTH AND WEST. INCREASED FACILITIES AND REDUCED RATES. Steamers leave every WEDNESDAY and SATURDAY at 10 o'clock noon, from FIRST WHARF near M.A.E. KEY Street. FREIGHTING, leave RICHMOND MONDAYS and THURSDAYS, and NORFOLK TUESDAYS and SATURDAYS. No bills of Lading signed after 12 o'clock on sailing day. THROUGH RATES to all points in North and South Carolina, via Seaboard Air Line Railroad, connecting at Portsmouth, and to Louisiana, Va., Tennessee, and the West, via Virginia and Tennessee Air Line and Richmond and Danville Railroad. Freight HANDLINGTON, and taken at LOWER RATES THAN ANY OTHER LINE. No charge for commission, insurance, or any expense of stowage. Steamship leave at lowest rates. Freight received daily. Rate Room accommodations for passengers. WILLIAM P. CLYDE & CO., Agents, No. 12 S. WHARVES and Pier 1 N. WHARVES. W. F. PORTER, Agent at Richmond and City Point. T. F. CROWELL & CO., Agents at Norfolk. 64

FOR NEW YORK, VIA DELAWARE and HERRITAN CANAL. SWIFT'S STEAMSHIP TRANSPORTATION COMPANY. DESPATCH AND SWIFTSURE LINES. Leaving daily at 12 M. and 5 P. M. The steam proprietors of this company will commence sailing on the 21st of March. Through in twenty-four hours. Goods forwarded to any point free of commission. Freight taken on accommodating terms. Apply to WILLIAM M. BAIRD & CO., Agents, No. 22 South Third Street, Philadelphia.

PHILADELPHIA AND CHARLESTON STEAMSHIP LINE. This line is now composed of the following first-class Steamships, sailing from PIER 11, below Spruce street, on FRIDAY of each week at 8 A. M.:—ASHLAND, 500 tons, Captain Crowell. J. W. EVERHART, 692 tons, Captain Hinkley. SALVOR, 600 tons, Captain Ashcroft. AUGUST, 1870. J. W. Everhart, Friday, August 5. Salvor, Friday, August 19. J. W. Everhart, Friday, August 26. Through bills of lading given to Columbia, S. C., the interior of Georgia, and all points South and Southwest. Freight 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 for bills of lading signed after 3 P. M. on day of sailing. SOUDER & ADAMS, Agents, No. 3 DACK Street, Or WILLIAM P. CLYDE & CO., No. 12 S. WHARVES. WILLIAM A. COURTENAY, Agent in Charleston. 62 1/2

PHILADELPHIA AND SOUTHERN STEAMSHIP COMPANY'S REGULATED LINE TO NEW ORLEANS, LA. The YAZOO will sail for New Orleans direct, on Tuesday, August 23, at 5 A. M. The HERCULES will sail from New Orleans, direct on Saturday, August 27, at 5 A. M. 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 Delaware Steamers, at as low rates as by competing lines. WEEKLY LINE TO SAVANNAH, GA. The WYOMING will sail for Savannah on Saturday, August 27, at 5 A. M. The YORKLAND will sail from Savannah on Saturday, August 27, at 5 A. M. 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 Delaware Steamers, at as low rates as by competing lines. SEMI-MONTHLY LINE TO WILMINGTON, N. C. The PIONEER will sail for Wilmington on Wednesday, August 17, at 5 A. M. Returning, will leave Wilmington Wednesday, August 24, at 5 A. M. 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. Freight for Richmond, S. C., and Augusta, Ga., taken via Wilmington, at as low rates as by any other route. Insurance effected when requested by shipping Bills of lading signed at Queen street wharf on or before day of sailing. WILLIAM L. JAMES, General Agent, No. 130 South THIRD Street. 61 1/2

SHIPPING. FOR TEXAS PORTS. THE STEAMSHIP YAZOO WILL SAIL FOR NEW ORLEANS DIRECT, ON TUESDAY, August 23, at 5 A. M. Through bills of lading given in connection with Morgan's lines from New Orleans to Mobile, Galveston, Indianola, Lavaca, and Brazos, at as low rates as by any other route. Through bills of lading also given to all points on the Mississippi river between New Orleans and St. Louis, in connection with the St. Louis and New Orleans Packet Company. For further information apply to WILLIAM L. JAMES, General Agent, No. 130 South THIRD Street. 61 1/2

LORILLARD STEAMSHIP COMPANY FOR NEW YORK, SAILING EVERY TUESDAY, THURSDAY, AND SATURDAY. FIVE CENTS PER 100 POUNDS, TWO CENTS PER FOOT, OR HALF CENT PER GALON, 11 SHIP'S OPTION. INSURANCE ONE-EIGHTH OF ONE PER CENT. Extra rates on small packages iron, metals, etc. No receipt or bill of lading signed for less than fifty cents. NOTICE.—On and after September 15th by this Company will be 10 cents per 100 pounds or 4 cents per foot, ship's option, and regular shippers by this line will only be charged the above rate all winter. Winter rates commencing December 1st. For further particulars apply to JOHN F. O'HIL, 48 1/2 SOUTH THIRD STREET, PIER 19 NORTH WHARVES.

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FOR NEW YORK, VIA DELAWARE and HERRITAN CANAL. SWIFT'S STEAMSHIP TRANSPORTATION COMPANY. DESPATCH AND SWIFTSURE LINES. Leaving daily at 12 M. and 5 P. M. The steam proprietors of this company will commence sailing on the 21st of March. Through in twenty-four hours. Goods forwarded to any point free of commission. Freight taken on accommodating terms. Apply to WILLIAM M. BAIRD & CO., Agents, No. 22 South Third Street, Philadelphia.

NEW EXPRESS LINE TO ALEXANDRIA, 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 from the first wharf below Market street. Freight received daily. WILLIAM P. CLYDE & CO., No. 12 S. WHARVES and Pier 1 N. WHARVES. H. ELDRIDGE & CO., Agents at Alexandria. 61

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WASHINGTON, D. C., July 27, 1870. NOTICE.—PAVING PENNSYLVANIA AVENUE. The Commission appointed by "An Act to Provide for the Paving of Pennsylvania Avenue," approved July 5, 1870, is authorized to select and determine the best kind of pavement to be used on Pennsylvania Avenue, and to have said thoroughfare paved therewith from the northwest gate of the Capitol to the crossing of Fifteenth Street, west of the Commission met and organized in accordance with the above law, and proceeded to the election of a President and Secretary. It was decided to invite all patentees, owners, or inventors of any of the improved pavements, of whatever material composed, whether of stone, wood, asphalt, concrete, or any other kind, to furnish accurate and detailed drawings or models, descriptions, specifications, including the nature of the foundation to be laid, how packed, set, in, and all information as to the construction and durability. This information is desired to enable the Commission to decide in the first instance upon the general nature of the material to be used in paving the avenue, and then to specify the preference that may be agreed upon in regard to some particular method to be adopted. A reference to the law public No. 144 will give the required information as to how the payments for said pavement will be made. It is provided therein "That the cost of laying such pavement shall not exceed the sum of four dollars per square yard." The estimated area of said pavement is in the neighborhood of sixty-five thousand, six hundred square yards. All communications in relation to the pavements should be addressed to the Secretary, Gen. N. MICHLER, Office of Public Buildings, Grounds, and Works, U. S. Capitol, WASHINGTON, D. C. 42