Evening Telegraph

MONDAY, OCTOBER 17, 1864.

"THE ORDER OF AMERICAN KNIGHTS."

Judge Advocate HOLT has furnished to the Secretary of War a report upon the secret treasonable associations of enemies of the Union, which have been established in the North, in order to furnish aid and comfort to the Rebellion, to embarrass the United States Government in the prosecution of the war, and, if need be, to offer armed resistance to the execution of the laws. The Government is in full possession of all the facts in reference to the origin, purposes and designs of these societies, the number of their members, and the names of the principal men engaged in them. These societies were first developed in the West, in 1862, and the original one was known in certain localities as the "Mutual Protection Society," the "Circle of Honor," or the "Circle" or "Knights of the Mighty Host," but more widely as the "Knights of the Golden Circle." It was simply an inspiration of the Rebellion, being little other than an extension among the disloyal and disaffected at the North of the association of the latter name, which had existed for some years at the South, and from which it derived all the chief features of its organization.

In the summer and fall of 1863, the association underwent some modification and change of name in consequence of the exposures which had been made of the objects of the "Knights of the Golden Circle." STERLING PRICE had instituted as its successor in Missouri a secret political association, which he called the "Corps de Belgique," or "Southern League," his principal coadjutor being CHARLES L. HUNT, of St. Louis, then Belgian Consul at that city, but whose exequatur was subsequently revoked by the President on account of his disloyal practices. The special object of the Corps de Belgique appears to have been to unite the Rebel sympathizers of Missouri, with a view to their taking up arms and joining PRICE upon his proposed grand invasion of that State, and to their recruiting for his army in the interim.

In the fall of 1863 C. L. VALLANDIGHAM, P. C. WRIGHT, of New York, and others, instituted a secret order, which was entitled "O. A. K.," or "Order of American Knights." This society was originated in Rebeldom, while VALLANDIGHAM was enjoying the hospitalities of JEFF. DAVIS, and is in full accord with the Rebel leaders. Upon the institution of this association the "Corps de Belgique" and all other secret disloyal associations of the South and West were affiliated with it, and it became, in fact, the wide-spread, secret, oath-bound, disloyal society, the members of which were pledged to each other, to aid the Rebels and to embarrass the Government of the United States. Another change was made in May last in consequence of the oaths and signs becoming known to the military authorities, and it was dubbed in certain parts of the Union the O. S. L., the "Order of Sons of Liberty." Other names were assumed by associations of the same kind in other States, such as "The Peace Organization" in Kentucky," the "Star Organization," and in Missouri as the "American Organization;" these, however, being apparently names used outside of the lodges of the order. Its members have also been familiarly designated as "Butternuts" by the country people of Illinois, Indiana and Ohio, and its separate lodges have also frequently received titles intended for the public ear; that in Chicago, for instance, being termed by its members the "Democratic Invincible Club," that in Louisville, the "Democratic Reading Room," &c.

In the State of New York, and other parts of the North, the secret political association known as the "*McClellan Minute Guard*" would seem to be a branch of the O. A. K., having substantially the same objects, to be accomplished, however, by means expressly suited to the locality in which it is established. The government of this order is vested in a Supreme Council, governed by a Supreme Commander. In each State there is a Grand Council with Temples in each county. Each State is also divided into a number of military districts, to the government of which are "assigned" Major-Generals, and in some of dense populations there are "Brigadier-Generals." In Indiana the Major-Generals are *four* in number. In Illinois, where the organization of the Order is considered most perfect, the members in each Congressional District compose a "*brigade*," which is commanded by a "*Brigadier-General*." The members of each county constitute a "*regiment*," with a "*colonel*" in command, and those of each township form a "*company*." A somewhat similar system prevails in Indiana, where also each company is divided into "*squads*," each with its chief, an arrangement intended to facilitate the *guerilla* mode of warfare in case of a general outbreak or local disorder.

The "McClellan Minute Guard," as appears from a circular issued by the Chief Secretary at New York in March last, is organized upon a military basis similar to that of the Order proper. It is composed of companies, one for each election district, ten of which constitute a "brigade," with a brigadier-general at its head. [The whole is placed under the authority of a "commander-in-chief." A strict obedience on the part of members to the orders of their superiors is enjoined.

The first Supreme Commander was P. C. WRIGHT, of New York, editor of the New York *Daily News*, who is at present in Fort Lafayette. The present Grand Commander is C. L. VALLANDIGHAM. The following persons hold principal offices under this organization:—ROBERT HOLLOWAY, of Indiana; Dr. MASSEY, of Ohio; CHARLES L. HUNT, CHARLES E. DUNN, GREEN B. SMITH and JAMES A. BARRETT, of Missouri; H. H. DODD, HORACE HEFFRON, W. M. HARRISON, W. A. BOWLES, JNO. C. WALKER, L. P. MILLIGAN, ANDREW HUMPHREYS, Dr. ATHON and JOSEPH RISTINE, of Indiana; — JUDD and B. B. PIPER, of Illinois; Judge BULLITT, Dr. N. F. KALFUS and W. R. THOMAS, of Kentucky, and in New York, Dr. R. F. STEVENS.

The "Temples" or "Lodges" of the order are numerously scattered through the States of Indiana Illinois, Ohio, Missouri and Kentucky. They are also officially reported as established, to a less extent, in Michigan and the other Western States, as well as in New York, and also in Pennsylvania, New Hampshire, Rhode Island, Connecticut, New Jersey, Maryland, Delaware and Tennessee. DODD, the grand commander of Indiana, in an address to the members in that State in February last, claims that at the next annual meeting of the Supreme Council (in February, 1865), every State in the Union will be represented, and adds:—"This is the first "and only true national organization the democra-"tic and conservative men of the country have ever "attempted."

It has been asserted by delegates to the Supreme Council of February last that the number was there represented to be from 800,000 to 1,000,000; but VALLANDIGHAM, in his speech last summer at Dayton, Ohio, placed it at 500,000, which is probably much nearer the true total. The number of its members in the several States has been differently estimated in the report and statements of its officers. Thus the force of the Order in Indiana is stated to be from 75,000 to 125,000; in Illinois, from 100,000 to 140,000; in Ohio, from 80,000 to 108,000; in Kentucky, from 40,000 to 70,000; in Missouri, from 20,000 to 40,000, and in Michigan and New York, about 20,000 each.

It is to be noted that the Order, or its counterpart, is probably much more widely extended at the South even than at the North, and that a large proportion of the officers of the Rebel army are represented by most reliable witnesses to be members. In Kentucky and Missouri, the Order has not hesitated to admit as members, not only officers of that army, but also a considerable number of guerillas, a class who might be supposed to appreciate most readily its aims and purposes. It is fully shown that as lately as in July last several of these ruffians were initiated into the first degree by Dr. KALFUS, in Kentucky.

The great object of this association is military service against the United States, and armed resistance to the laws. The members are drilled regularly, as many arms as could be collected have been bought and stored away, and the conspirators seemed to have anxiously awaited the time when they could strike a blow. The number of fighting men belonging to the Order has been represented to be as many as three hundred and forty thousand, which is likely an exaggeration.

GREEN B. SMITH, Grand Secretary of the Order in Missouri, states in his confession of July last:—"I know that arms, mostly revolvers, and ammuni-"tion have been purchased by members in St. Louis "to send to members in the country where they "could not be had;" and he subsequently adds that he himself alone clandestinely purchased and forwarded, between April 15th and 12th last, about two hundred revolvers, with about five thousand percussion caps and other ammunition. A muster-roll of one of the country lodges of that State is exhibited, in which, opposite the name of each member, are noted certain numbers, under the heads of "Missouri Republican," "St. Louis Union," "Anzeiger," "Miscellaneous Periodicals," "Books," "Speeches," and "Reports;" titles which, when interpreted, severally signify *single-barreled guns, double-barreled guns, revolvers, private ammunition, private lead, company powder, company lead;* the roll thus actually setting forth the amount of arms and ammunition in the possession of the lodge and its members.

The ritual of the Order, its signs and passwords, have been fully made known to the military authorities. A seizure of one hundred and twelve copies of the "work of the Order" was made in August last in the office of the *Hon. D. W. Voorhees, M. C.* for Indiana. Copies have also been discovered in other places. The Order is "progressive." Many of those who first enter it, suppose that it is an ordinary Democratic Association for political objects only. But they are led onward by degrees until they become deep in treason. The oaths are very severe, and impose upon the neophyte as the penalty for infidelity a shameful death, *having his body cut into four parts and thrown out of the four gates of the temple.* Members are instructed that the oath of the Order is superior to all other oaths, and that it is their duty to perjure themselves wherever their evidence would be injurious to the Order. This wicked admonition has been faithfully followed by various members of the organization who have been examined by the United States authorities; and some of them have afterwards confessed that what they had originally sworn to was *false.*

The report of Judge HOLT is very long. What we have already given is sufficient to show the objects of this secret, oath-bound, treasonable Society. We feel that our space will not enable us to go further to-day. We shall continue our synopsis of the report to-morrow.

LETTER FROM THURLOW WEED.

His Views on the Presidential Question.

Two columns and a half of the *Evening Journal* (Albany), yesterday, are occupied with a letter from Mr. Weed to Hon. A. Wakeman, in which the former gives his reasons for supporting Mr. Lincoln. Mr. Weed deals his blows about in all directions, and we copy some of his remarks as indicating the general temper of his letter. The following is what Mr. Weed says of

THE TWO CANDIDATES.

My reasons for desiring a change of Administration are known to those who have read what I have felt constrained to say since December, 1860, first as editor of the *Journal*, and subsequently in occasional letters. I protested, early and earnestly, against the Abolition proclivities of the Republican party of Congress, and of the Administration. I foresaw, more clearly than others, the certainty of a formidable rebellion—a rebellion that would try the strength of our Government and tax the energies of our whole people.

In view of such an emergency I felt that no mere party, and least of all, an Abolition party, could preserve the Government and Union; that the policy of the Administration should tend to unite the North and to divide the South. And what I complained of was, that just so far as abolition counsels prevailed, they reversed this proposition, by dividing the North and uniting the South. I know now, what I believed in 1860, that Mr. Lincoln ought to have made a Union cabinet. Such a cabinet and policy would have carried us through the Rebellion with infinitely less expense of blood and treasure. It is, in my judgment, a mistake to have supposed that he could not sustain himself without the support of ultra abolition.

In boldly prosecuting the war for the Government and the Union he would have been triumphantly sustained by the really and rationally patriotic masses. The influences which he sought to propitiate have been a drag both upon his administration and the war. And after all his concessions to the insatiate spirit of radical abolition, its leaders turned against and endeavored to overthrow him. Months after his renomination, abolition leaders were engaged in a conspiracy to force his withdrawal. Hostile circulars, signed by editors of the *Evening Post, Tribune,* and *Independent,* were drifting about in September; nor was the project of another Presidential nominee abandoned until three days previous to the meeting of our State Convention.

The Democratic party was represented by its National Convention. By its candidates for President and Vice-President, and in its "Platform" we must find reasons for accepting or rejecting a Democratic Administration. Two facts are, in my judgment, conclusively demonstrated by the action of that convention. First, that General McClellan was not the choice of a majority of the convention; and second, when forced to take him, the "peace-party" delegates avenged themselves by forcing their own nominee for Vice-President and their own "platform" upon the convention. This characterizes the Democratic ticket.

The "platform" offends the patriotism of every loyal elector. It offended General McClellan and all War Democrats. It contains no sentiment, sentence, expression, or intimation, from which an impartial reader can learn to which side of the war the Chicago Convention belongs. There is no word of condemnation or censure either of secession or rebellion in it. The portions of it not positively disloyal are "mere glittering generalities." Indeed, so tenderly is rebellion touched, that strong color is given to the charge that Washington Hunt's "armistice" plank was inserted at the suggestion of the Confederate Commissioners with whom he conferred in Canada.

PRESIDENT LINCOLN'S SALARY.

A Letter from General Spinner Refutation of a Slander—The President Does Not Receive His Salary in Gold—He Does Not Draw It for a Year—His Noble and Disinterested Patriotism—"The Country Needs the Money More than He Does"—His Loss on His Salary.

WASHINGTON, October 13, 1864.

In answer to a letter from New Jersey in reference to the charge of Mr. LINCOLN having drawn his salary in gold, General SPINNER, United States Treasurer, writes:—The salary of the President is paid on warrant drafts on the Treasury for the amount due, less income tax. These warrants are paid him regularly, monthly. Instead of drawing his money on these drafts, he has been in the habit of leaving it a long time without interest. In one case *his salary remained for eleven months.*

"On several occasions I solicited the President to draw what was due him, urging that he was losing largely in interest on the amount due him. He asked me, 'Who gains by my loss?' On my answering, 'The United States,' he replied, '*Then as it goes for the good of the country let it remain: the Treasury needs it more than I do.*'

"Having at length satisfied the President that it was necessary to the closing of my annual accounts that the drafts on the Treasury that he held should be presented and paid, he indorsed and handed them to me. I drew the amount in United States notes, and placed it to his credit as a temporary loan, at five per cent. per annum, payable principal and interest in greenbacks.

"Since then his salary has been from time to time mostly invested in stocks of the United States, purchased at current rates by his friends for him. The interest of these stocks is payable in coin. When this interest became due I tried to induce him to draw it. Failing in so doing the amount due him was sent him by Hon. J. C. UNDERWOOD, Judge of the United States Court, District of Virginia.

An investigation of the transactions of the President connected with the receipt of his salary has been made, from which it appears that Mr. LINCOLN, from his forbearance in collecting his dues, has *lost at least four thousand dollars, and which he has virtually given to the people of the United States.*

JOHN C. UNDERWOOD states to General SPINNER:—"In the early part of last summer you desired me to take a little bag of gold over to Mr. LINCOLN, to whom it belonged, it being the interest due upon Government bonds. I took the bag to Mr. LINCOLN and delivered your message, and counted out the coin to over eight hundred dollars. His reply was that he was in no immediate want of the money, and he reckoned the Treasury needed it more than he did, and therefore he wished me to take it back to you, that it might be used for the benefit of the country.

"Reflecting upon his noble example of patriotism and unselfish devotion to the *great cause* in which we are engaged, I obeyed him, and, as you remember, returned the bag with its contents to your custody."

LEROY TUTTLE, Assistant Cashier of the United States, writes to General SPINNER that the first investment of the President was in sixteen thousand two hundred dollars, seven and three-tenths bonds, which he left in the vaults as a special deposit in the winter of 1862 and held them until July, when he converted them into Sixes.

The interest on the Seven-thirties was usually left uncollected after falling due. For instance, the interest was sent him in coin, which he returned, with the message that the Government needed it more than he did. On the 1st of August, a friend of the President came into the cashier's room with eleven Treasury drafts due the President, each draft being for a month's salary, making in all the preceding eleven months' salary, or twenty-two thousand three hundred and six dollars and sixty-seven cents, for which amount a loan certificate was given, payable in legal tender Treasury notes, bearing five per cent. interest, payable in like funds.

Seventeen days thereafter another deposit of three thousand eight hundred and seventy-four dollars and seventy-three cents was made for him, payable in like manner. Said certificates were presented for payment on the 18th of July last, nearly one year after date of deposit, by a friend of the President, who took therefor lawful money, and invested the same in United States stocks.

The present investments of the President are in United States stocks, upon which interest is payable the same as to any private citizen, but unlike citizens generally, he has not heretofore had his interest until long after it was due, and then it was always collected by some friend of the President who said the President would never collect it himself.

Aside from the loss of interest to the President by his neglect to collect it until months after it was due, the single transaction of loan certificates, considering his uncollected salary for one year, and the difference between five per cent. lawful money which he received and six per cent. in coin which he might have received, will show a loss of four thousand dollars in this one transaction.

FOURTH EDITION

GRANT'S NEW MOVEMENT.

AFFAIRS IN RICHMOND.

CONTINUAL RISE IN PRICES.

Extensive Desertions from Lee's Army.

REBEL SOLDIERS SHORT OF SUPPLIES.

THE MARYLAND RAID.

The Capture of Mosby's Artillery.

RETREAT OF THE REBELS.

Store Seizures at Washington.

CAUSE OF THE GOVERNMENT'S ACTION.

Capture of a Valuable Prize.

ALL ABOUT HOOD'S NEW MOVEMENT.

Special to The Evening Telegraph.

WASHINGTON, October 17.

The mail steamer *Thomas A. Morgan* reports all quiet at the front, but that the soldiers are in lively anticipation that something will turn up speedily, and that the next move will land us in Richmond.

The *Morgan* brought up a batch of thirty deserters, who report the gloom in Richmond as something awful since the late Union successes. Provisions rise in price with each Confederate reverse, but wages do not increase in proportion, and the prospect before the people of Richmond for the coming winter is fearful to contemplate.

The desertions into our lines, they say, are but a tithe of the desertion of Confederate soldiers to their homes, believing that the Confederate leaders cannot spare troops to hunt them up.

Within the last fortnight portions of Lee's army have not had supplies sent to them for three days at a time, and when the rations did reach them they consisted only of an ear of dry corn per man.

Extensive military arrests were made to-day in this city of dry goods dealers, shoe dealers, and others, accused, it is said, of selling goods to go South.

The following were seized:—Sears & Co., Pennsylvania avenue, fancy goods; Newman & Co., Seventh street, dry goods; Johnson & Sutton, Seventh street, dry goods; Heilbrun & Brother, Seventh street, shoe store; Weisenfeld & Co., Odeon Hall clothing store, Pennsylvania avenue; Rider & Walsch, boot and shoe store, Pennsylvania avenue.

Official information has been received here to the effect that on the evening of the 14th instant, Colonel Gansevoort, commanding 13th New York Cavalry, surprised Mosby's camp near Piedmont, Virginia, and captured all his artillery, consisting of four guns, caissons, &c.; also a number of prisoners and horses. The captured guns have been sent to this city.

It appears that the guerilla raid into Maryland on Friday night has been greatly exaggerated, the raiders consisting of a small unorganized gang of horse-thieves. The only harm they did at Poolesville was to rob the stores. They threatened to burn the town, but did not carry it into execution; and, on learning that Union troops were in pursuit, they hastily retreated to the Virginia shore.

Rear-Admiral Porter reports from Hampton Roads the capture of the English blockade-runner *Bat*, by the United States steamer *Montgomery*, at sea. The *Bat* is a steel-plated vessel, and very fast, and this is her first trip.

The Charleston *Courier* of October 11 has the following:—

"FROM GENERAL HOOD'S ARMY.

"AUGUSTA, Ga., October 10.—The correspondent of the Montgomery *Mail* with General Hood's army says the occupation of Rome was effected without a fight, and the dash into Marietta was bloodless. When Sherman learned that Hood had moved northward, he crossed the river with two corps and formed a line of observation at Vining's station.

"On the 4th the two armies held this position to each other without firing a gun. On the 5th Sherman withdrew, retiring to Atlanta. Our army then set to work and effectually destroyed the railroad from Big Shanty to Ostenauld. All the bridges from Marietta to Dalton were destroyed. We have strongly fortified Kenesaw Mountain. Jackson holds Rome and Wheeler has possession of Resaca.

"General Beauregard reached Columbus, Geo., on Friday morning, and went immediately to his command."

Draft in Maryland.

The draft recommences in Maryland to-day. The War Department does not credit upon the quota of a district those drafted persons who desert before they are sworn into the service.

Sherman's Position.

No anxiety is felt here for General Sherman; he will soon be heard from. Copperhead rumors are abundant, but they are without foundation. He has Hood in a first-rate position and Beauregard cannot save the Rebel army from destruction.

CLOSING OF STORES AT WASHINGTON AND BALTIMORE.

WASHINGTON, October 17.—A number of dry goods, clothing, and shoe stores, perhaps ten or more, were to-day closed by military authority and guards placed over them, and the principals and clerks taken into custody, on suspicion of being engaged in selling goods to blockade-runners—the appearances on one of such vessels recently captured affording, it is said, a cause for these proceedings.

BALTIMORE, October 17.—The following are also among the arrests and stores closed this morning:—Isaac Cole, Jr. & Brothers, hats and caps, Baltimore street; Simon Franck & Co., clothiers; and A. L. Freiderick, clothier. The proprietors, clerks, and employees found on the premises were all arrested and sent to Washington on a special train. It is understood that other arrests are to be made.

[CORRECTION.]

THE PENNSYLVANIA ELECTION.

EASTON, October 17.—A mistake was made this morning in sending the vote of *Luzerne* county. It should have been that of Wayne county instead.

In Wayne county the official Democratic majority is 983—a Democratic gain of 42.

Markets by Telegraph.

NEW YORK, October 17.—Flour 25c. higher; 11,000 bbls. sold; State, $9·50@9·75; Ohio, $10·25@11·75; Southern, $10·85@14·25. Wheat 5@6c. higher; sales unimportant. Corn 1c. higher; sales small. Beef dull. Pork heavy; Mess, $41@40·25. Lard steady at 20@22c. Whisky advanced 1c.

Receipts of Flour, 28,000 barrels; Wheat, 41,000 bushels; Corn, 91,000 bushels.

NEW YORK, October 17.—Stocks closed weak. Chicago and Rock Island, 95; Cumberland preferred, 57; Illinois Central, 121½; bonds, 135; Michigan Southern, 70¾; guaranteed, 131; New York Central, 120; Reading, 129; Hudson River, 120¾; Missouri 6s, 61; Erie, 97¾; One-Year Certificates 94½; Ten-Forties, 94; Five Twenty Coupons, 1'8; Coupon 6s, 100; Gold, 123, since the Board, 218.

BALTIMORE, October 17.—Flour quiet. Howard street superfine, $10·50; Western extra, $11. Wheat buoyant; sales of 3000 bushels Kentucky white at $2·75@2·80. Corn active; white, $1·67; yellow, $1·62. Whisky dull and nominal.

INTERESTING FROM WASHINGTON.

PROBABLE CABINET CHANGES.

Hon. Schuyler Colfax and Hon. John D. Defrees.

Special to The Evening Telegraph.

WASHINGTON, October 17.—It is generally understood that the Hon. John D. Defrees, the present able and incorruptible Superintendent of Public Printing, will succeed Judge Upsher as Secretary of the Interior. The latter has been appointed United States District Judge in Indiana. The appointment of Mr. Defrees as Secretary of the Interior will be hailed with delight by all parties. He is one of the few men who in these days has a record entirely free from any blemish.

Hon. Schuyler Colfax is returned to Congress by an almost unanimous vote in his district, and he will be elected Speaker of the next House of Representatives by acclamation.

It will be seen by these two straws that the Administration is drawing around it men of the best ability and most sterling worth. The principles of such men cannot be mistaken, and the popular confidence will ever repose calmly in their keeping.

Capture of the Blockade-Runner "Bat."

WASHINGTON, October 17.—Rear Admiral Porter, commanding the North Atlantic Blockading Squadron, communicates to the Navy Department information of the capture of the English blockade-runner *Bat* by the United States steamer *Montgomery*, on the 10th instant. She is a steel-built vessel, and this was her first voyage, she having been only 19 days at sea. She is a 14-knot vessel, and very strongly built, and can be used as a blockade-runner catcher. She was consigned to Frazer, Trenholm & Co.

FROM CHARLESTON.

WASHINGTON, October 17.—Charleston papers of the 11th announce the death, by yellow fever, of Colonel Harris, Chief Engineer on General Beauregard's staff.

The *Courier* of the same date says eighty-six shots have been fired at Charleston since the last report, and twenty six shots at Fort Sumter from the Swamp Angel battery.

Charleston papers condemn the speech of Jeff. Davis at Macon as unwise.

Shelter for Guerillas Destroyed.

WASHINGTON, October 17.—The men raised in the Quartermaster's Department of Alexandria are progressing favorably with the work assigned them, namely, the felling of trees on each side of the track of the Orange and Alexandria railroad and the Manassas Gap railroad; and having cleared this end of the road of all shelter for guerillas, yesterday sent in, under guard, five guerillas that were captured by them.

The Pirate "Florida."

NEW YORK, October 17.—The pirate *Florida* was spoken on the 11th off Salt Key, steering towards Havana. Uneasiness was felt at Havana by the non-arrival of the steamer *Columbia*, over due from New York.

GENERAL SULLY'S EXPEDITION.

Minnesota Troops on the Way Home from the Missouri—Interesting Incidents of the Expedition—Latest News from Captain Fisk's and Other Expeditions to Idaho.

Colonel Robert N. McLaren, of the 2d Cavalry, with Captain Paine, of his regiment, and Captain Petit, of the 8th Regiment, arrived in this city on Thursday evening from the Missouri river. The Minnesota Brigade, under Colonel Thomas, left Sully's command at Fort Rice on the 16th ult., and arrived at Fort Wadsworth on the 26th, making the trip in nine days. The command made long marches, on account of the scarcity of water, and laid over one day. Colonel McLaren and the other officers left the command at Big Stone lake, and came across the country with ten men, mostly scouts. It is expected that Colonel Thomas' command will reach Fort Ridgley this (Saturday) evening.

Company B, Captain B. F. Jones, Company C, Captain Everest, Company D, Captain Paine, and Company H, Captain Davy, all of the 2d Cavalry, under command of Major Robert H. Rose, were left at Fort Wadsworth, relieving the companies of the 30th Wisconsin, ordered South, which are coming in with Thomas' command.

At Fort Rice, by order of General Sully, a detachment of one hundred men, with Captain Davy, Lieutenant Thompson, and Lieutenant Brierly, of the 2d Cavalry, and two hundred men of the 8th Regiment, were placed under the command of Colonel Dill, of the 30th Wisconsin, to go out on an expedition for the relief of Captain Fisk. A detachment of the 8th Regiment was also left at Fort Rice, under Lieutenant McKusick, engaged in building flatboats to transport General Sully's command down to Sioux City.

On the arrival of Colonel Thomas' command it is estimated the number of miles marched will have exceeded two thousand. The men are generally in good health, though much fatigued, but the animals have suffered severely, nearly half having given out.

When Colonel McLaren left Fort Rice nothing had been heard of Captain Fisk's expedition since the arrival of his messenger for assistance, and there had been no reports from Colonel Dill. The Iowa Brigade was to remain at Fort Rice until the condition of Fisk's expedition had been ascertained. General Sully ordered Colonel Dill to bring back the women and children, even if Captain Fisk determined to go on.

It was the opinion of General Sully and others, that Fisk would be able to hold out until Colonel Dill arrived. It was feared, however, that he might get tired of waiting, and leave his intrenchments for the purpose of pushing on or returning back. In either event it was feared that he would be cut off.

ANOTHER TRAIN SAFE.

The emigrant train which went out with Colonel Thomas' command, was conducted safely to Fort Union. It started thence to Fort Benton, and got through safely. Mr. Tibbetts, of Shakopee, and Mr. Jennings, of Hastings, having been sufficiently amused, are returning down the Missouri, and will soon be home.—*St. Paul Pioneer, 10th.*

The New Rebel Cavalry Commander in the Valley.

General Sheridan, in his stirring despatch of the 9th instant, announcing the brilliant victory of that day, in speaking of the enemy hanging upon his rear, says:—"I became satisfied it was all the Rebel cavalry of the valley, commanded by Rosser." In another part of the same despatch, General Sheridan says:—"Among the wagons captured are the 'headquarters' wagons of Rosser, Lomax, Wickham, and Colonel Pollard."

From the following paragraph, in the Richmond *Dispatch* of the 7th inst., it would appear that Lomax, whose headquarters wagon was among the captured, and *not* "Rosser," was the "new cavalry general" whom Torbert was ordered to "attack at daylight" and finish:—

"Major-General Lunsford L. Lomax, who now commands the cavalry in the valley, succeeds General Ransom. He is a young and very excellent officer, and is doing much to improve that part of his command which needs improvement. He was a second lieutenant of cavalry in the old United States army, and is a son of Major M. Page Lomax, deceased, also an old United States officer."

POLITICAL JOTTINGS.

—Governor Andrew Johnson has been actively at work in Indiana.

—Senator Trumbull, of Illinois, has lately taken the stump for Lincoln and Johnson.

—Gerritt Smith has been speaking for the Union cause in Central New York.

—The Unionists of Michigan are prosecuting the Presidential canvass with great vigor.

—Ex-Governor Hoppin, of Rhode Island, is on the stump for the Union ticket.

—It is reported that Hon. John Hickman, of Pennsylvania, will take no active part in the canvass.

—Colonel Latham (Union) is a candidate for election to Congress from the Second District of West Virginia.

—Hon. John M. Broomall, of Pennsylvania, and Green Clay Smith, of Kentucky, are soon to take the stump in New Jersey.

—Hon. George W. Curtis, Union candidate for election to Congress from the First District of New York, is on the stump in Connecticut.

PROPOSALS.

DEPARTMENT OF PUBLIC HIGHWAYS, Office S. W. corner of WALNUT and FIFTH Streets.

PHILADELPHIA, October 13, 1864.

NOTICE TO CONTRACTORS.

Sealed Proposals will be received at this Office until three o'clock P. M., on MONDAY, the 17th inst., for the repaving of Pearl street, from Fifteenth to Seventeenth streets, in the Fifteenth Ward, at so much per square yard, and in accordance with specifications to be seen at this office, which will be strictly adhered to. The bids will be opened at the time and place above named, and all bidders are invited to be present, and the lowest bidder will comply with the terms within three days thereafter to execute a contract, or consider his bid withdrawn.

W. W. SMEDLEY, Chief Commissioner of Highways.

10-14-3t

PROPOSALS FOR PAPER.

NAVY DEPARTMENT, BUREAU OF PROVISIONS AND CLOTHING, October 8, 1864.

Proposals, sealed and endorsed "Proposals for Paper," will be received at this Bureau until 2 o'clock P. M. on the 1st day of October instant, for furnishing and delivering at the Navy Yard at Brooklyn, N. Y., Five Hundred Reams of paper.

The paper to be white, 11½ inches by 18½ inches, to weigh 18 pounds to the ream, and be made of linen stock; to be ruled 28 lines on each page, leaving one inch margin at the top and bottom, and both sides of each page.

Samples of quality and size of the paper may be seen at the Office of the Inspector in charge of the Navy Yard at Boston, New York, and Philadelphia, and at this Bureau.

10-8-10t

TO BUILDERS.

EXECUTIVE DEPARTMENT, HARRISBURG, October 6, 1864.

Sealed Proposals will be received at this office until 12 o'clock of TUESDAY, 18th instant, for the execution of the proposed extension of the Capitol Building.

Security to one-fourth of the amount of the work will be required, and each bidder must accompany his proposal with the names of his securities.

Plans of the extension can be seen at this office, where specifications can also be had on application.

Bids must be addressed "Proposals for extension of Capitol."

A. G. CURTIN, Governor.
JAMES P. BARR, Sur. General.
HENRY D. MOORE, State Treas.

10-7-10t

SUBSISTENCE OFFICE, UNITED STATES Army, No. 20 SOUTH Street, BALTIMORE, Md., October 13, 1864.

Sealed Proposals, in duplicate, will be received at this office until 12 M., on MONDAY, October 24, 1864, for furnishing the United States Subsistence Department with—

FOUR THOUSAND (4000) HEAD OF BEEF CATTLE, on the hoof, delivered at the State Cattle Scales at Baltimore, Md., in lots of (1000) one thousand each every (10) ten days; to be weighed within one and a half days after arrival, at the expense of the contractor. They must average about (1300) thirteen hundred pounds gross weight; all falling short of (1000) one thousand pounds gross weight, Bulls, Stags, Oxen, Cows, Heifers, and Hornless Cattle, will be rejected.

A deduction of ten (10) pounds will be made from the weight of each Steer accepted under this contract, provided the animal does not stand in the pens two and one-half hours before being weighed, or is not weighed immediately after removal from the cars.

Blank forms for proposals can be had on application at this office, either in person, by mail, or telegraph.

Proposals by telegraph, or other irregular, informal proposals will not be considered.

The Government will claim the right of weighing any one animal separate, if its appearance indicates less weight than the minimum mentioned above; the expense of weighing will be paid by the party erring in judgment.

Each bid, to secure consideration, must contain a written guarantee of two responsible persons, as follows:—

We ——, of the County of ——, State of ——, do hereby guarantee that —— is (or are) able to fulfil a contract in accordance with the terms of his (or their) proposition, and should his (or their) proposition be accepted, he (or they) will at once enter into a contract in accordance therewith, and we are prepared to become his securities, giving good and sufficient bonds for its fulfilment.

The responsibility of the guarantors must be shown by the official certificate of the Clerk of the nearest District Court, or of the United States District Attorney, to be enclosed with the bid.

Bidders must be present to respond to their bids, and prepared to give bonds and sign the contract before leaving the office.

The Government reserves to itself the right to reject any or all bids considered unreasonable.

Payments to be made after each delivery in such funds as may be on hand; if none on hand, to be made as soon as received.

Proposals must be endorsed distinctly "Proposals for Beef Cattle," and addressed to Captain J. H. Gilman, C. S., Baltimore, Maryland.

If a bid is in the name of a firm, their names and their post office address must appear, or they will not be considered.

Each person or every member of a firm offering a proposal must accompany it with an oath of allegiance to the United States Government, if he has not already filed one in this office.

All bids not complying strictly with the terms of this advertisement will be rejected.

J. H. GILMAN, Captain and C. S., U. S. A.

10-15-7t

OFFICE CHIEF QUARTERMASTER, CINCINNATI, Ohio, October 7, 1864.

Proposals are invited by the undersigned until THURSDAY, October 20, 1864, at 12 o'clock M., for furnishing this Department (by contract) with—

WOOLEN BLANKETS, Army Standard.

Also, for the immediate delivery of:—

STABLE FROCKS, Army Standard.

And the following material for Trimmings, to be equal to samples which can be seen at this office:—

BLUE FLANNEL LINING, for Sack Coats;

CANVAS PADDING, for Jackets.

¾ BROWN MUSLIN (light), for Sack Coat Sleeve Linings;

¾ BROWN MUSLIN (heavy), for Jacket Sleeve Linings;

GREY FLANNEL, or Domet Lining for Jackets.

Samples may be seen at the Office of Clothing and Equipage in this city.

To be delivered free of charge at the United States Inspection Warehouse in this city, in good new packages, with the name of the party furnishing, the kind and quantity of goods distinctly marked on each article and package.

Parties offering goods must distinctly state in their bids the quantity they propose to furnish, the price, and time of delivery.

Samples, when submitted, must be marked and numbered to correspond with the proposal, and the parties thereto must guarantee that the goods shall be, in every respect, equal to Army Standard; otherwise the proposal will not be considered.

A guarantee, signed by two responsible persons, must accompany each bid, guaranteeing that the bidder will supply the articles awarded to him under his proposal.

Bids will be opened on Thursday, October 20, 1864, at 2 o'clock P. M., at this office, and bidders are requested to be present.

Awards will be made on Friday, October 21, 1864.

Bonds will be required that the contract will be faithfully fulfilled.

Telegrams relating to Proposals will not be noticed.

Blank forms of Proposals, Contracts, and Bonds may be obtained at this office.

The right to reject any bid deemed unreasonable is reserved.

Endorse envelope "Proposals for ———," and address Colonel WILLIAM W. McKIM, Chief Quartermaster, Cincinnati Depot.

10-10-7t

OFFICE CHIEF QUARTERMASTER, CINCINNATI, Ohio, September 29, 1864.

Proposals are invited by the undersigned until TUESDAY, October 18, 1864, at 2 o'clock P. M., for the immediate delivery to this Department of

Ostrich Feathers for Hats, army standard.	
Hat Feather-Sockets,	do
Eagles for Hats,	do
Crossed Cannon for Hats,	do
Crossed Sabres for Hats,	do
Bugles for Hats,	do
Company Figures, assorted,	do
Chevrons, Artillery Sergeants, army standard.	
Do Corporals,	do
National Colors, Infantry,	do
Regimental Colors,	do
Guidons,	do
Drum Snares, sets,	do

Samples of which may be seen at the Office of Clothing and Equipage in this city.

To be delivered free of charge, at the U. S. Inspection Warehouse in this city, in good new packages, with the name of the party furnishing, the kind and quantity of goods, distinctly marked on each article and package.

Parties offering goods must distinctly state in their bids the quantity they propose to furnish, the price, and the time of delivery.

Samples, when submitted, must be marked and numbered to correspond with the proposal; and the parties thereto must guarantee that the goods shall be in every respect equal to army standard, otherwise the proposal will not be considered.

A guarantee, signed by two responsible persons, must accompany each bid, guaranteeing that the bidder will supply the articles awarded to him under his proposal.

Bids will be opened on Tuesday, October 18, 1864, at two o'clock P. M., at this office, and bidders are requested to be present.

Awards will be made on Wednesday, October 19, 1864.

Bonds will be required that the contract will be faithfully fulfilled.

Telegrams relating to proposals will not be noticed.

Blank forms of proposals, contracts, and bonds may be obtained at this office.

The right to reject any bid deemed unreasonable is reserved.

Endorse envelope "Proposals for ———," and address Colonel WILLIAM W. McKIM, Chief Quartermaster, Cincinnati Depot.

10-4-19t

QUARTERMASTER-GENERAL'S Office, First Division, WASHINGTON CITY, October 1, 1864.

HORSES! HORSES!! HORSES!!!

Horses suitable for Artillery and Cavalry service will be purchased at GIESBORO DEPOT, in open market, till November 1, 1864.

Horses will be delivered to Captain L. Lowry Moore, A. Q. M., and be subjected to the usual Government inspection before being accepted.

Price of Cavalry Horses, $175 each.
Price of Artillery Horses, $180 each.
Payment will be made for six (6) and more.

JAMES A. EKIN, Colonel First Division, Quartermaster-General's Office.

10-3-1m

EDMUND A. SOUDER & CO.,
COMMISSION MERCHANTS,
AND SHIP AND STEAMBOAT AGENTS
DOCK STREET WHARF,
PHILADELPHIA.

EDMUND A. SOUDER, ARCHIBALD GETTY, STEPHEN T. SOUDER.

1a4-3f

COUSTY'S TEA WAREHOUSE.—ESTABLISHED in 1830.—Importer and Dealer in Fine Teas, Wines, and Liquors.

Choice Havana Cigars,
Cross & Blackwell's Pickles and Sauces,
English and Scotch Ale and Porter.
Canned Meats, Fruits, Soap, &c.
Navy Messes put up with care.

At No. 118 S. SECOND Street.
JOSHUA H. COUSTY.

1-23-1y

GEORGE STITES, JR.,
MANUFACTURING MACHINIST
AND
ENGINEER,

10-19 No. 1021 N. SECOND Street, Philadelphia.

BRIDESBURG MACHINE WORKS, OFFICE, No. 65 N. FRONT STREET, PHILADELPHIA.

We are prepared to fill orders to any extent for our well known MACHINERY FOR COTTON AND WOOLEN MILLS, including all recent improvements in Carding, Spinning, and Weaving.

We invite the attention of manufacturers to our extensive works.

1-11 ALFRED JENKS & SON

NET CASH DRUG HOUSE.

WRIGHT & SIDDALL

No. 119 Market Street

BETWEEN FRONT AND SECOND STREETS.

F. C. WRIGHT. F. M. SIDDALL.

DRUGGISTS, PHYSICIANS, AND GENERAL STOREKEEPERS,

Can find at our establishment a full assortment of Imported and Domestic Drugs, Popular Patent Medicines, Paints, Coal Oil, Window Glass, Prescription Vials, &c., at as low prices as genuine first-class goods can be sold.

FINE ESSENTIAL OILS

For Confectioners, in full variety, and of the best quality, Cochineal, Bengal Indigo, Madder, Pot Ash, Cudbear, Soda Ash, Alum, Oil of Vitriol, Annatto, Copperas, Extract of Logwood, &c., FOR DYERS' use, always on hand, at lowest net cash prices.

PURE SPICES FOR FAMILY USE.

Ground expressly for our sales, and to which we invite the attention of those in want of reliable articles.

Also, *INDIGO, STARCH, MUSTARD, &c.,* of extra quality.

Orders by mail, or city post, will meet with prompt attention, or special quotations will be furnished when requested.

WRIGHT & SIDDALL, Wholesale Drug Warehouse,
No. 119 MARKET Street, above Front.

1a11-1y

GODDARD & CO.,
APOTHECARIES,
Dealers in fine
Drugs,
Perfumery,
Toilet Articles,
and Specialties.

BRANDIES, WINES, &c., sold only for Medicinal purposes.

[10-8-1m

No. 1228 CHESNUT STREET.

DEAFNESS, BLINDNESS, AND CATARRH.—J. ISAACS, M. D., Professor of the Eye and Ear, treats all diseases appertaining to the above members with the utmost success. Testimonials from the most reliable sources in the city can be seen at his office, No. 511 PINE Street. The Medical Faculty are invited to accompany their patients, as he has no secrets in his practice. 10-8?

THOUSANDS OF TEETH EXTRACTED WITHOUT PAIN.

Patent applied for. My new invention, a Double Reversible Self adjusting Safety Valved Inhaler, for administering Nitrous Oxide Gas, and extracting teeth without pain. The only mode that the Gas can be properly and safely administered.

DR. C. L. MUNNS,
No. 731 SPRUCE STREET.

8-15-1m

MEDICINAL COD LIVER OIL.
JOHN C. BAKER & CO.,
No. 718 MARKET STREET,

are now receiving their supplies fresh from the fisheries.

The superiority of their OIL in every respect, has gained for it a reputation and sale beyond any other found in the market.

To maintain it, they are determined to supply an article that may be entirely relied on for freshness and purity.

See testimonials of Professors of Medical Colleges. au11

WHITE VIRGIN WAX OF ANTILLES.—This exquisite Cosmetic has no equal for beautifying, whitening, and preserving the complexion. It is prepared from pure white wax, hence its extraordinary qualities for preserving the skin, making it soft, fair, smooth and transparent. It is most soothing after shaving, cures chapped hands and lips, removes pimples, blotches, tan, freckles, or sunburn, and imparts a pearly tint to the face, neck, and arms. Price 30, 50, and 75 cents. HUNT & CO., No. 133 S. SEVENTH Street, and No. 41 S. EIGHTH Street. 10-8-3m

PHILADELPHIA SURGEONS' BANDAGE INSTITUTE, No. 14 North NINTH Street, above Market. Ruptures radically cured by B. C. EVERETT'S Premium Patent Graduating Pressure Truss. Superior Elastic Belts, Elastic Stockings, Supporters, Shoulder Braces, Suspensories, Crutches, &c.

Ladies attended by Mrs. B. C. EVERETT. my25-1y

WEALTH, HEALTH, AND BEAUTY.

If to gain admiring eyes;
If to cause invidious sighs;
If to be a blooming flower,
Fading, dying in an hour—BEAUTY!
If to have a host of friends;
If for vice to make amends;
If with high-born blood to wed;
If a marble stone when dead—WEALTH!
If to live threescore and ten,
Wishing life as long again;
If to live a life of peace;
If to die and go to *grease*—HEALTH!
If you wish a life of pleasure;
If you value this world's treasures;
If every comfort you would see,
Take my advice, and wish *all three.*
Then, having Health, Wealth, and Beauty,
You'll be prepared for every duty.

By a careful perusal of Dr. WILLIAM YOUNG'S New Book, THE MARRIAGE GUIDE, which should be read by every one. Sold by Booksellers generally, and at the Doctor's office, No. 416 SPRUCE STREET; price 25 cents. au5-1f

A CARD TO THE LADIES.—

DR. DUPONCO'S GOLDEN PILLS FOR FEMALES,

Infallible in correcting, regulating, and removing all obstructions from whatever causes, and always successful as a preventive.

These Pills are nothing new, and have been used by the Doctor for many years, both in France and America, with unparalleled success in every case; and he is urged by many thousand ladies who have used them, to make the Pills public for the alleviation of those suffering from any irregularities whatever, as well as to prevent an increase of family where health will not permit it. Females peculiarly situated, or those supposing themselves so, are cautioned against using these pills while in that condition, as the proprietor assumes no responsibility after the above admonition, although their mildness would prevent any mischief to health, otherwise the Pills are recommended. Full and explicit directions accompanying each box.

Price $1, or six boxes for $5. Sold wholesale and retail by the following Druggists:—

Elliott, White & Co., No. 58 N. Fourth street,
Wright & Siddall, No. 119 Market street,
A. Marshall, corner of Thirteenth and Market streets,
Zeigler & Smith, corner of Second and Green streets,
Dyott & Co., No. 232 N. Second street,
Johnson, Holloway & Cowden, and
S. C. Delacour, Camden.
At retail by all druggists.

Ladies, by sending ONE DOLLAR to either agent, can have the PILLS SENT CONFIDENTIALLY, by mail, to any part of the city or country, free of postage.

S. D. HOWE,
No. 245 W. THIRTY-SIXTH Street, N. Y.

9-22-2m

SHIPPING.

STEAM WEEKLY TO LIVERPOOL, touching at Queenstown, Cork Harbor.—The well-known steamers of the Liverpool, New York, and Philadelphia Steamship Company are intended to sail as follows:—

ETNA, Saturday, October 15.
EDINBURGH, Saturday, October 22.
CITY OF WASHINGTON, Saturday, October 29.

And every succeeding Saturday, at noon, from Pier No. 44 North River.

RATES OF PASSAGE PAYABLE IN CURRENCY.

First Cabin	$100 00	Steerage	$50 00
First Cabin to London	130 00	Steerage to London	55 00
First Cabin to Paris	140 00	Steerage to Paris	65 00
First Cabin to Hamburg	130 00	Steerage to Hamburg	74 00

Passengers also forwarded to Havre, Bremen, Rotterdam, Antwerp, &c., at equally low rates.

Fares from Liverpool or Queenstown—First Cabin, $150, $170, $210. Steerage from Liverpool and Queenstown, $50. Those who wish to send for their friends can buy tickets here at these rates.

For further information apply at the Company's offices. JOHN G. DALE, Agent, No. 111 WALNUT Street, Philadelphia.

BOSTON AND PHILADELPHIA Steamship Line, sailing from each port on SATURDAYS, from first wharf above PINE Street, Philadelphia, and Long Wharf, Boston. From first wharf above PINE Street, on Saturday, October 22, 1864.

The steamship SAXON, Matthews, will sail from Philadelphia for Boston, on Saturday, October 22, at 10 o'clock A. M.; and the steamship NORMAN, Baker, from Boston for Philadelphia, on same day, at 4 P. M.

These new and substantial steamships form a regular line, sailing from each port punctually on Saturdays.

Insurances effected at one-half the premium charged on sail vessels.

Freights taken at fair rates.

Shippers are requested to send Slip Receipts and Bills Lading with their goods.

For Freight or Passage (having fine accommodations) apply to HENRY WINSOR & CO., No. 332 S. DELAWARE Avenue.

1a4-3f

FOR NEW YORK.—DESPATCH and Swiftsure Lines, via Delaware and Raritan Canal. The steamers of these lines are leaving daily at 12 o'clock M., and 5 o'clock P. M., from third pier above Walnut street.

For freight, which will be taken on accommodating terms, apply to WILLIAM M. BAIRD & CO., No. 124 S. DELAWARE Avenue.

RAILROAD LINES.

WEST CHESTER AND PHILADELPHIA RAILROAD, VIA MEDIA. SPRING ARRANGEMENT.

On and after FRIDAY, April 1, 1864, the Trains will leave as follows:—

Leave Philadelphia, from the Depot, corner of THIRTY-FIRST and MARKET Streets, 8 A. M., 11·05 A. M., 2·30 P. M., 4·30 P. M., 6·45 P. M.

Philadelphia Depot changed from EIGHTEENTH and MARKET Streets to THIRTY-FIRST and MARKET Streets.

Leave West Chester, from the Depot on East MARKET Street, 6·20 A. M., 7·45 A. M., 11 A. M., 3 P. M., 4·50 P. M.

The cars of the West Philadelphia Passenger Railway Company (Market street) will convey Passengers to and from the Philadelphia Depot.

ON SUNDAYS.

Leave Philadelphia at 8·30 A. M. and 2·30 P. M.
Leave West Chester at 8 A. M. and 4·30 P. M.

Trains leaving Philadelphia at 8 A. M. and 4·30 P. M., and West Chester at 7·45 A. M. and 4·50 P. M., connect with trains on the Philadelphia and Baltimore Central Railroad for Oxford and intermediate points.

1a4-1f HENRY WOOD, General Superintendent.

RAILROAD LINES.

CHANGE OF DEPOT!
PENNSYLVANIA RAILROAD.
REMOVAL.

On and after SUNDAY, October 16, 1864, the Ticket Office of the Pennsylvania Railroad will be at the Passenger Depot, THIRTIETH and MARKET Streets, West Philadelphia, and the PASSENGER TRAINS WILL START FOR THE WEST PHILADELPHIA STATION AS FOLLOWS:—

Mail Train	at	8·00 A. M.
Parkesburg Train, No. 1	"	10·00 "
Fast Line	"	11·45 "
Parkesburg Train, No. 2	"	1·00 P. M.
Harrisburg Accommodation	"	2·30 "
Lancaster Accommodation	"	4·00 "
Paoli Train	"	6·00 "
Erie Express	"	8·00 "
Philadelphia Express	"	10·45 "

AND ARRIVE—

Erie Express	at	6·10 A. M.
Philadelphia Express	"	7·05 "
Paoli Accommodation	"	8·20 "
Parkesburg Accommodation, No. 1	"	9·30 "
Fast Line	"	10·20 "
Lancaster Train	"	12·30 P. M.
Parkesburg, No. 2	"	5·00 "
Mail Train	"	5·45 "
Harrisburg Accommodation	"	11·00 "

Philadelphia Express leaves daily.
Erie [illegible] except Saturdays.
All other Trains daily, except Sunday.

ON SUNDAY

The Cars of the Market Street Passenger Railway will leave Eighth street at 10½ P. M., to connect with the Erie Express, and at 10 P. M., to connect with the Philadelphia Express at the West Philadelphia Depot.

DURING THE WEEK, EXCEPT SUNDAYS.

The Cars of the MARKET STREET PASSENGER RAILWAY will leave Front Street every minute, commencing one hour previous to the time of departure of each train, and the last car will leave thirty minutes prior to the starting time of each train from the West Philadelphia Depot.

MANN'S BAGGAGE EXPRESS.

The Office of MANN'S BAGGAGE EXPRESS will be located at the S. E. CORNER OF ELEVENTH AND MARKET Streets, and he will call for and deliver Baggage in time for all trains as heretofore.

THE DEPOT AT THE CORNER OF ELEVENTH AND MARKET STREETS WILL BE CLOSED AFTER SATURDAY, 15th instant.

G. C. FRANCISCUS, Supt. Philadelphia Division Penna. Railroad.

West Philadelphia, October 14, 1864. 10-15-3t

PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD. TIME TABLE.

On and after MONDAY, May 16, 1864, until further notice.

FOR GERMANTOWN.

Leave Philadelphia, 6, 7, 8, 9, 10, 11, 12 A. M.; 1, 2, 3·10, 3½, 4, 5, 5¾, 6, 7, 8, 9, 10, 11, 12 P. M.

Leave Germantown, 6, 7, 7·35, 8, 8·20, 9, 10, 11, 12 A. M.; 1, 2, 3, 4, 4½, 5, 6, 6½, 7, 8, 9, 10, 11, and 12 P. M.

The 8·20 down, and the 3½ and 5¾ trains up, do not stop on the Germantown Branch.

CHESNUT HILL RAILROAD.

Leave Philadelphia, 6, 8, 10, 12 A. M.; 2, 3½, 5¾, 7, 9 and 11 P. M.

Leave Chesnut Hill, 7·10, 8, 9·40, 11·40 A. M.; 1·40, 3·40, 5·40, 6·40, 8·40, and 10·40 P. M.

FOR CONSHOHOCKEN AND NORRISTOWN.

Leave Philadelphia, 6, 8·05, 11·05 A. M.; 1½, 3, 4½, 5¾, 6¼, 8·05, and 11½ P. M.

Leave Norristown, 5½, 7, 7·50, 9 and 11 A. M.; 1½, 4½, 6¼ and 9 P. M.

The 5½ train up, will stop at Wissahickon, Manayunk and Conshohocken only.

FOR MANAYUNK.

Leave Philadelphia, 6, 8·05, 11·05 A. M.; 1½, 3, 4½, 5¾, 6¼, 8·05 and 11½ P. M.

Leave Manayunk, 6¼, 7½, 8·20, 9½, 11½ A. M., 2, 5, 7, and 9½ P. M.

H. K. SMITH, General Superintendent, Depot, NINTH and GREEN Streets.

my31

NEW RAILROAD LINE NORTH, PHILADELPHIA TO BROOKLYN, THROUGH IN FIVE HOURS. FARE $2.

EXCURSION TICKETS $3, GOOD FOR THREE DAYS.

On and after MONDAY, August 1, 1864, trains will leave foot of VINE Street, Philadelphia, every morning at 8 A. M. (Sundays excepted), thence by the Camden and Atlantic and Raritan and Delaware Bay Railroads to Port Monmouth, and by the commodious steamer Jesse Hoyt, to foot of Atlantic street, Brooklyn; returning, leave Atlantic Street Wharf every day (Sundays excepted), at 11 A. M.

Travelers to the city of New York are notified not to apply for passage by this line, the State of New Jersey having granted to the Camden and Amboy monopoly the exclusive privilege of carrying passengers and freight between the cities of Philadelphia and New York. ly29-tf

W. F. GRIFFITTS, General Superintendent.

PHILADELPHIA AND TRENTON AND CAMDEN AND AMBOY RAILROAD COMPANIES. NOTICE.

On and after MONDAY, January 4, 1864, the Trains for New York, leaving Kensington Depot, Philadelphia, at 2·17 A. M. (Night), and 7·30 P. M., and the trains leaving New York at 8 A. M. and 7·30 P. M., will hereafter be run exclusively for the United States Mails and New York and Washington Passengers, and will not take in nor let out any passengers between said cities.

The 10 A. M. and 12 Midnight Lines from New York to Washington, and the 11·30 A. M. and 5 P. M. Lines from Washington to New York, will continue as at present, and carry passengers to and from the intermediate stations and Baltimore, Washington, and New York.

ARRANGEMENTS BETWEEN PHILADELPHIA AND NEW YORK.

Lines leave Philadelphia, from Kensington Depot, at 11·15 A. M., 1·00, and 6·45 P. M., and 12·00 midnight, and from Walnut Street Wharf (via Camden), at 6 and 8 A. M., 12 M., 4 and 6 P. M., for New York.

And leaves New York, from foot of Courtlandt street, at 7 A. M., 10 A. M., 12 M., 4 and 6 P. M., and at 12 midnight, and from foot of Barclay street at 6 A. M., and 2 P. M.

WM. A. GATZMER, Agent.

ja4-tf

READING RAILROAD.

GREAT TRUNK LINE FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE SCHUYLKILL, SUSQUEHANNA, CUMBERLAND, AND WYOMING VALLEY, AND NORTH, NORTHWEST, AND THE CANADAS.

PASSENGER TRAINS

Leave the Company's Depot, at THIRTEENTH and CALLOWHILL Streets, Philadelphia, at the following hours:—

MORNING MAIL.

At 8·00 A. M., for Reading, Lebanon, Ephrata, Lititz, Columbia, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Allentown, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, &c.

The train connects at READING with East Pennsylvania Railroad trains for Allentown, &c., the Reading and Columbia Railroad trains for Ephrata, Lititz, and Columbia, and with the Lebanon Valley train for Harrisburg, &c.; at PORT CLINTON with Catawissa Railroad trains for Wilkesbarre, Williamsport, Lock Haven, Elmira, &c.; at HARRISBURG with "Northern Central," "Cumberland Valley," and "Schuylkill and Susquehanna" trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, &c.

AFTERNOON EXPRESS

Leaves Philadelphia at 3·30 P. M., for Reading, Pottsville, Pinegrove, Harrisburg, &c., connecting at Harrisburg with Pennsylvania Central trains for Pittsburg, &c., Northern Central Railroad trains for Sunbury, Northumberland, Elmira, &c., and at Port Clinton with Catawissa Railroad trains for Milton, Williamsport, Elmira, Buffalo, &c.

READING ACCOMMODATION.

Leaves Reading at 6·00 A. M., stopping at all way stations, arriving in Philadelphia at 9·00 A. M.

Returning, leaves Philadelphia at 5·00 P. M.; arrives in Reading at 8·00 P. M.

Trains for Philadelphia leave Harrisburg at 7·30 A. M., and Pottsville at 8·45 A. M., arriving in Philadelphia at 12·50 P. M. Afternoon trains leave Harrisburg at 1·45 P. M., Pottsville at 2·30 P. M., arriving in Philadelphia at 7 P. M.

Market trains, with a passenger car attached, leave Philadelphia at 1 P. M., for Reading and all way stations; leave Reading at 12, noon, and Downingtown at 12·30 P. M. for Philadelphia and all way stations.

All the above trains run daily, Sundays excepted.

Sunday trains leave Pottsville at 7·30 A. M., and Philadelphia at 3·15 P. M.

CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 8·00 A. M. and 5·00 P. M. trains from Philadelphia, returning from Downingtown at 6·40 A. M., and 12·15 noon.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

Leaves New York at 9 A. M. and 7 P. M., passing Reading at 12 midnight and 1·39 P. M., and connecting at Harrisburg with Pennsylvania Railroad Express trains for Pittsburg, Chicago, and the West.

Returning Express train leaves Harrisburg on arrival of the Pennsylvania Express from Pittsburg at 3·00 and 7·30 A. M., passing Reading at 4·37 and 9·35 A. M., and arriving at New York at 10 A. M. and 1·40 P. M. Sleeping Cars accompany these trains through, between Jersey City and Pittsburg, without change.

Mail train for New York leaves Harrisburg at 1·45 P. M. Mail train for Harrisburg leaves New York at 12 M.

SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsville at 6·30 A. M. and 3·30 P. M., returning from Tamaqua at 8·35 A. M. and 4·35 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILROAD.

Trains leave Auburn at 8·15 A. M. for Pinegrove and Harrisburg, and at 1·30 P. M. for Pinegrove only; returning from Harrisburg at 1·30 P. M., and from Pinegrove at 7·45 A. M., and 5 P. M.

TICKETS.

Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canadas.

The following tickets are obtainable only at the office of S. BRADFORD, Treasurer, No. 227 S. FOURTH Street, Philadelphia, or of G. A. NICOLLS, General Superintendent, Reading:—

COMMUTATION TICKETS.

At 25 per cent. discount, between any points desired, for families and firms.

MILEAGE TICKETS.

Good for 2000 miles, between all points, at $52·50 each, for families and firms.

SEASON TICKETS.

For three, six, nine, or twelve months, for holders only, to all points, at reduced rates.

CLERGYMEN

Residing on the line of the road will be furnished with cards, entitling themselves and wives to tickets at half fare.

EXCURSION TICKETS

From Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fare, to be had only at the Ticket Office, at THIRTEENTH and CALLOWHILL Streets.

FREIGHT.

Goods of all descriptions forwarded to all the above points, from the Company's new freight depot, BROAD and WILLOW Streets.

FREIGHT TRAINS

Leave Philadelphia daily at 6 A. M., 1 P. M., and 6 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and points beyond.

MAILS

Close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 2·15 P. M.

1864. PHILADELPHIA AND ERIE RAILROAD. 1864.

This great line traverses the Northern and Northwest counties of Pennsylvania to the city of Erie on Lake Erie.

It has been leased by the PENNSYLVANIA RAILROAD COMPANY, and under their auspices is being rapidly opened throughout its entire length.

It is now in use for Passenger and Freight business from Harrisburg to Emporium (195 miles), on the Eastern Division, and from Sheffield to Erie (78 miles), on the Western Division.

TIME OF PASSENGER TRAINS AT PHILADELPHIA.

Mail Train leaves	8·00 A. M.
Express Train leaves	10·30 P. M.

Cars run through WITHOUT CHANGE both ways on these trains between Philadelphia and Lock Haven, and between Baltimore and Lock Haven.

Elegant Sleeping Cars on the Express Train both ways.

For information respecting Passenger business, apply at the S. E. corner of ELEVENTH and MARKET Streets.

And for Freight business of the Company's Agents:—

S. B. Kingston, Jr., corner SIXTEENTH and MARKET streets, Philadelphia.

J. W. Reynolds, Erie.

J. M. Drill, Agent, N. C. R., Baltimore.

H. HOUSTON, General Freight Agent, Philadelphia.

LEWIS L. HOUPT, General Ticket Agent, Philadelphia.

JOSEPH D. POTTS, General Manager, Williamsport.

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