[Continued from the Sixth Page,] nded rightly the system of Pennsylvania legis-ion on this subject, and its bearing upon the estions that are presented in the discussion of his case, it is to make local roads parts of one reat through route. It is to provide not only that hese local roads may be made very valuable to hese local roads may be made very valuable to helr own districts, but that they may be also feeders to or form part of a continuous route. It was 9 accomplish this that they were allowed to consoct. You have this magnificent section of country, considered agriculturally or in regard to its nineral wealth, opened in this way, and by means of these connections forming a part of this great through route.

brough route.
Where is the harm in all this? Yet it is charged gainst this company as a crime that it has picked ip a few local charters and made connections. Why that is just what the Legislature has been elling the community ever since 1847 that they wanted it to do. We want not a few small roads, wanted it to do. We want not a few small roads, teting without co-operation, but wrangling with each other and entting each other's throats. We want you to unite, and wherever you touch to orm one continuous road, and in doing that do two orm one continuous road, and in doing that do two hings—develop your local traffic and interests, and also feed the great seaboard city of Philadel-phia on one side, and the great manpfacturing city of Pittaburg on the other, each on a navigable river, the terminous of continuous routes. This is a great policy, and it rather remarkable that we dould be called upon here to answer a charge hade directly against us, and indirectly against the Legislature of Pennsylvnia, for devising this system.

We answer this charge that we have used, and ntend to use, these local roads where they are dapted to the purpose of connecting, and by connecting form this through route. I cannot imagine mything more balttling as well as absurd, than inything more belittling as well as absurd, than that you are to fly in the face of the settled policy of the State begun in 1817, and stendily pursued flown to the present hour, their idea being to abolish private roads and form great arteries of connection throughout the whole commonwealth and with other States. I cannot imagine anything more absurd than to charge this as a sin against the Atlantic and Great Western Railway Company. And why do they do it! Because the complainants in the corporation bill fear that their interests may be hurt. The great feature of the argument is, and it amounts to just this, that the rest of Pennsylvania must be shut up, hermetically sealed, in order that the Pennsylvania Railroad icaled, in order that the Pennsylvania Railroad may reap better harvests. I am not afraid of meet-

may reap better harvests. I am not afraid of meeting that argument in any place, nor am I afraid of meeting it because the city of Philadelphia is a large stockholder in that company.

I do not fear that the city of Philadelphia wil suffer because, by means of this central Pennsylvania route, intermediate between the Philadelphia and Erie on the north, and the Pennsylvania Railroad on the south, she is to have poured into her lap all the treasures of the great West by a through connection with it. What is the Atlantic and Great Western Rail-

way? It is peculiar in its geographical position. It is not an east and west road, it is not a north and south road; it unites the advantages of both, for it is northeastern and southwestern, and, therefore, you must see at a glance that it strikes all the roads of the west-seventeen of them, as I an told, and greatronds all of them. And it is be-cause the Philadelphia and Reading Railroad Company wants to bring to Philadelphia, in the way I have shown you, by this great route, all the traffic of that road and all the united business of hose seventeen roads that feed it, carrying it out to the Mississippi river—it is because they want to to this that the Pennsylvania Railroad comes here into Court and says you shall be prevented from entering into this contract. This is the argument, and this is the status of the

Pennsylvania Railroad. But who made the Pennsylvania Railroad the keeper of the policy of the State of Pennsylvania? Who authorized that company to set its face against the policy of bring-ing to the city of Philadelphia all the traffic from the west, because it is done by means of a contin-nous route, established, as I show you, so as to bring immediately and directly all this great business to Philadelphia, although without the consent of the Pennsylvania Railroad? Have they so zealously contended for the interests of Philadelphia as to be entitled to place them-Philadelphia as to be entitled to place them-selves to-day here upon a pedestal, and from that eminence dictate what shall be the policy of other companies? Have they so carefully discriminated in favor of Philadelphia against New York and other seaboard points in their rates of freight, as to be the arbiters of this policy? You will be surprised, sir, to learn that where they have discriminated, it has been in favor of the city of New York. You will be as surprised, as I was when I learned, a few days ago, that in vio-lation, not only of their alleged policy, but in vio-lation of the very contract made with the Legisla-ture in 1861, when, by its grace and favor, they lation of the very contract made with the Legislature in 1861, when, by its grace and favor, they
procured the abolition of the tonnage duties, and
promised that they never would discriminate
against Philadelphia, they had, by their scale of
charges, discriminated against this city. Your
Honor may well be surprised to learn that at this
very day they only charge the same through
freight from points in the west to Philadelphia
that they do to New York, though the distance is
minety miles greater. In some cases they charge ninety miles greater. In some cases they charge actually less to the city of New York than they do to the city of Philadelphia. How is it then, ealons guardians of the interests of the city of Philadelphia, that in order to show your zeal for the city of Philadelphia, you charge as much and

ven more for the carriage of goods to the city of Philadelphia than you charge for goods from the same point in the west to the city of New York. They have wilfully disregarded the plainest dic tates of what the policy of our State was, and the plainest provisions of direct law as asserted by the act of 1861, and yet they pretend to say that the Philadelphia and Reading Railroad has endea-vored to deceive the citizens of this community, and have attempted to deflect trade from Philadel phia, when we have shown that it is the earnest desire of this company, in entering upon the con-tract of the 10th of January, 1866, to make Philadelphia the gaining point, by giving it the advan-tage of its greater proximity to the great west and its trade, an advantage which it must ever preserve over the city of New York. Mr. Cuyler did ill when he apostrophized one of my colleagues, recently at the head of the government of this city, who, he said, had been untrue to Philadelphia, and who, he said, made his appearance for the first time in a court of justice, after a long professional

absence, in a case against the interests of the city of Philadelphia.

I say, sir, that if that gentleman had earnestly tried how he could best show his devotion to this city, he could not have done it in a more thorough complete way than by standing on this floor and advocating before this Court the great value of the contract made between the Philadelphia and Reading, the East Pennsylvania and the Atlantic and Great Western Railway, by which all this enormous traffic is brought to our doors. Unless we set our faces resolutely against what is offered we set our mees resolutely against what is onered to us by these contracting parties, and say that we will not receive it, his action needs no vindication. That printed contract is a more powerful and eloquent vindication than can fall from the lips of

Now, sir, I may say here, Philadelphia may pursue one of two policies. She may either liberally take and freely avail herself of the great advantages offered to her by this connection, or she may sit perfectly still, with her arms folded, waiting for Providence to help her. I would like to know which course will prove the most prolutible. She may take advantage of the great privileges awarded to her by this enterprise, or she may sit idle and indifferent, with this six feet gauge road as an established route to New York by way of Salamanca. running, as your Honor knows, from St. Louis to York, and lose all the traffic these connecting roads have offered to her in this way. So much for the Pennsylvania Railroad Company and its norai position in this place.

But what legal right have they to raise their voice in this case except to say that the provisions of the contract, make in 1860, between the Philadelphia and Eric (which is the Pennsylvania Raildelphia and Eric (which is the Fennsylvania Katt-rond now) and the Catawissa, ought not to be ex-tended to the Atlantic and Great Western Rail-way! They have no more right to open their mouths, except upon this question, than the most indifferent person in the community. On that question they have a right, at some time, to be heard, but that question does not arise now. If it be as they say, that the alliance of the Catawissa Railroad and the Atlantic and Great Western Railroad and the Attained and Great weekers Railroad, thus enabling this magnificent continuous route to be formed, does not carry with it the right to the contract of 1860 with the Sunbury and Eric Company, we take it subject to that objection. If we cannot use this contract let it be so, but it does not interfere with the connection of the roade, and the Pennsylvania Railroad Company had therefore no right to interfere in the matter. They themselves, have given us their own opinion as to this; for while they filed their bill on December 7, 1865, in the interval between that day and December 25 they came to think that they had no right to occupy this position, and then they filed the Stockholders' Bill, as it is called, and depend the Stockholders' Bill, as it is called, and depend upon that to prevent the completion of this con-

I have something now to say as to this stockholders' bill; for there is evidence apparent on its face of the coalition and collasion between the plaintiff in it and the Pennsylvania Railroad Company; and courts of equity will always frown ipon any aftempt, such as that set up by this bill, to interfere in a controversy, when really there is no intention of vindicating the rights of a stuckholder as such, but a purpose to subserve the in-terests of another and rival company. There are some teatures in this stockholders' bill to which I

will refer briefly, and then apply the law to it. In the first place it is precented and filed by the same connected who filed the Pennsylvania Ratiroad Company, of Ohio, New York and Pennsylvania Ratiroad Company, and the remedy afforded by the company and the remedy afforded by the company and the remedy afforded by the company and the reflect the control for it, the control for the the company and the reflect the control for it, the control

phia and Eric Railroad in this controversy
I would like to ask my friends, when they in the
outset of this case called the attention of the Atlanoutset of this case called the attention of the Atlantic and Great Western Railroad Company to the fact that they were going to argue that that company had no right to act as a corporation, whether they made that assertion as the counsel of the Pennsylvania Railroad Company or as the counsel of Andrew Scott. Such a position would be a little anomalous, a little extraordinary in gentlemen representing, as they say, a stockholder, not in the old company; because the moment it was suggested that it was the old company they brought forth ed that it was the old company they brought forth certificates to prove that he had the right to be in the new company. It is certainly extraordinary that a stockholder in the consolidated company should come into this Court and ask it to say that this company has no existence. Now, is it as the coursel of the Pennsylvania Railroad Company, or as the counsel of Mr. Scott, that they make the argument? No doubt there will be a plausible argument to show that the two positions are perfectly consistent; but I hardly think that a party really interested in the Atlantic and Great Western Railway Company would get up here and gravely contend that the company had no existence whatever as a consolidated company.

Then they use an argument still more extraordiwestern Company, in order to be a great through line in opposition to the Philadelphia and Erie, will deflect trade from this city. Now, I would like to know, I feel curious to know, how it is a stockholder in the Atlantic and Great Western Consolidated Company is to be injured by the run-ning of a great through rival line deflecting trade from the Philadelphia and Erie and Pennsylvania Railroads or from this city! I always had supposed, looking to the language of the decisions of the Courts both in England and this country, that the claim of a stockholder, and the sole claim that could give him a right to be heard in a Court, was a right to get as high dividends as possible. I supposed that by the establishment of a continuous ine of road by which the traffic would be im-proved on that road of which he is a part, and by which greater dividends could be put in his pocket, he would be benefited and not injured. I leave the counsel to explain how this would be injurious to the injerests of Andrew Scott? They will find it difficult to answer. I would like it to be shown by the counsel of Andrew Scott if, by connection between this four feet eight and a half inch gauge road and this six feet gauge road, all this traffic could be brought over his road, and the result put into his pocket in the shape of dividends, how he would be injured? I shall, therefore, and without much fear of successful conradicton, affirm that Mr. Andrew Scott's bill i a sham; that it is simply auxiliary to the bill of the Pennsylvania Railroad; that he cannot have any independent status in this Court. I am perfectly aware that it is the right of a stockholder when he comes into Court bona fide asserting that corporation in which he owns stock has on foota scheme that is ultra vires, and avers that he may be injured thereby, to have the matter adjudicated. But I contend that the moment the Court sees that he is not upon this independent footing, and that his bill is filed by him in aid of a rival company, his mouth is closed, and the Court will not listen

I will take the very latest decisions of the highest courts of judicature, and I say, if your Honor thinks, as I do not believe you can fail to think, that this man has a greater interest or a difthink, that this man has a greater interest or a different interest in a rival company than he has in
the Atlantic and Great Western Railway Company, in which he claims to be a stockholder, then
the law is settled against his bill. From the inconsistent averments of this bill, as compared with
the averments of the Pennsylvania Railroad Company, your Honor's decision will be formed. And
the moment you are convinced that this man,
owning thirty or twelve shares in the Atlantic and
Great Western Railway Company—I don't know
which, for in his affidavit he says he has twelve
shares, and in his printed bill thirty shares—but
whether having a greater or less number of shares,
that he has a greater or different interest in a that he has a greater or different interest in a rival company, the moment you are convinced of this, I submit he cannot have a hearing here. I intend to refer to a few decisions in support of

this position. But first I will notice, in a way, the decisions cited on the other side. My eagues and I have looked into them all, and we ngree that they do not sustain the positions set up by the plaintiffs. The first was River Dam Naviration Company vs. the North Midland Railway Company—I English Railway Cases, page 114. It has nothing to do with the case of a stockholder's bill. It was a bill filed by the River Navigation Company to prevent a trespass alleged to be caused by the other party. The next citation is Walford on Kailways. It is in court now, and it sustains the general position, undoubtealy, but is inapplicable to the present case.

The next case is Bagshaw vs. Eastern Railway Company, 6 English Railway Cases, page 119, to the same effect. The next case is Ware vs. Grand Junction Water Works, 2 Russ. and Myin., page 461, and it is rather in our favor, certainly not against us, because the injunction was not granted at the suit of a shareholder, who filed a bill to prevent the company from applying for an act of Parliament to procure an increase of power. The Chancellor there says: "I can see nothing in the nature of a corporate body of this description to prevent that body from so dealing with itself, and asking for such an extension or variation of its

The two cases of Munt vs. Shrewsbury and Chester Railway Company, 3 Law and Eq. Rep., p. 144, and Coleman vs. Eastern Counties Railway Company, 4 Eng. Railway cases, p. 382, seem to sustain the right of a stockholder to file such a bill; but these cases are at variance with later case in the same Courts, and more thoroughly considered, one of them, decided by the late Lord Chancellor in a Court of the last resort. The same re mark may be applid to Beaman vs. Rufford, 6 Lav

and Eq. Rep., p. 106.
The case of the Columbus and Pequa Railroad Company vs. Indiana and Bellefonte Railroad Company, 5 McLean's Rep., p. 450, is altogether different. These two companies entered into a contract by which they agreed to have a continucontract by which they agreed to have a continu-ous line formed by each company, by means of roads of exactly the same gauge. One of the com-panies departed from the agreement, and tried to change its gauge. A bill was filed against it to prevent this being done, and it was ruled that the true construction of the contract prevented such a change of gauge. You will find that is the sole point decided. I speak now from having read the case last night. On the construction of charters and acts of Assembly our learned opponents have cited a number of cases. The Charles River Bridge Company case, in 11 Peters, does not come within a mile of this case.

within a mile of this case. There was an old bridge over the Charles river, and another company obtained a charter to build a bridge over the same river. The old company thought there could be but one bridge over the thought there could be but one bridge over the Charles river, and filed a bill in equity to prevent the new company constructing a second. The case was argued before the Supreme Court of the United States, and Chief Justice Taney delivered the opinion of the Court, in which it was decided that there was no prescriptive right by which the Charles River was assigned for all time to the Charles River Bridge Company, (that the convenience of the public might demand that another bridge should be built,) and that it could be built. Judge Story dissented, but I am justified in saying that the opinion of the profession has always been against Judge Story, and with Chief Justice been against Judge Story, and with Chief Justice

The next case, and there are several from Pennsylvania, is upon the construction of powers of corporations. I need not say, as they do not touch corporations. I need not say, as they do not touch this question, that undoubtedly a corporation canpot act unless it is authorized to act. That is all that can be said about these cases. Mail vs the Pennsylvania Railroad Company, 6 Casey, page 9, is important, and is declaive of this application for a preliminary injunction in the stockholders' bill. It is there held that while Mr. Mott did well in buying shares in the Pennsylvania Railroad Company, making himself a shareholder to test the question, yet that, as a dissenting stockholder, the whole court was of opinion that he was not entitled to a preliminary injunction.

Mr. Scott, under the last section of that act of consolidation of the 24th of March, 1-65, if he was not pleased with the consolidation of the compa-

not pleased with the consolidation of the compa-nies and the project to form continuous routes through other States as well as Pennsylvania,

applied to corporations for public undertakings, involving public interests, for which 13 Beavan, 48, is cited. This was also Lord Cottenham's judgment when he was Chancellor.

But I wish to refer you to that part of the case in which it is held that where a bill is filed by a stockholder in the interests of a vival countains.

which it is held that where a bill is filed by a stockholder in the interests of a rival company, the Court will fiel interfere. You will find this laid down on pages 167 and 168 of the report.

The next case I gite is Rogers vs. Oxford, Wolverhampton and Worcester Company, 2 Ds Gex & Jones, 662, decided in 1568, by Lords Justices Knight Bruce and Turner, assisted by Mr. Justice Erle. On page 674 of the report, you will find the emphatic words of Lord Justice Knight Bruce against the duty of a court of equity to assist a stockholder who is playing into the hands of a rival company. Next is the case of Hare vs. London and Northwestera Railway Company, 2 Johnson & Hemm, p. 80, decided by Sir W. Page Wood in June, 1861. The main point decided is that two companies may agree to divide their profits, confirming Lord Cottonham's view on this subject. It is an interesting case, and I will read a little from it.

After considering that interesting point with which your Honor is familiar, and which had been previously decided by Lord Cottenham, as to the difference between the rights of a private and a public corporation, going over all the decisions, and showing how common law judges agreed with Lord Cottenham, and how the weight of decisions was in his favor, on pages 111, 112, he considers the position of a shareholder, and shows that his interest is to goin the largest receiving a point. interest is to gain the largest possible amount of profit. He then expresses his inclination (on page 20) to act upon the views expressed by Lord Justice Knight Bruce, in the case above cited, in regard to a stockbloder filing a bill in the interest of a rival company, and proceeds to decide the cause. Still later, in the case of Forrest vs. Manchester Railway Company, 30 Beavan, 40, the decree of the Master of the Rolls was affirmed by the Lord Chancellor, in July, 1861, on the grounds that the plaintiff, a stockholder, did not bona Ade represent the shareholders of the railway company, but was the puppet of the rival packet company. See note on page 48 of the report. How strongly does this apply to Mr. Scott's bill,

He contends, poor, injured man, that he is damaged by the increase of the traffic of the road of which he is a stockholder, and seeks to restrain the completion of a contract which will produce Now, here you have, as late as July, 1861, the decision of the late learned Lord Chancellor on this ground alone, that courts will not countepance any such attempt as this made here to day, where a man who does not, bona fide, file his bill as a stockholder, or who could go out of a company without being hurt at all, comes into Court with a statement, which on its face shows that it is a sham, complaining of what Sir Wm. Page Wood says is not ordinarily the complaint of sharehold-ers, the probable increase of traffic on the road in which he says he is interested. He is manifestly

but a puppet in the hands of others who are com-petitors of the road. I do not think the Court will be able to reconcile the statements put forth by the gentlemen on the other side, who say to us, "You are a company under the stockholders' bill, and not a company under the company's bill. I do not think you will be able to reconcile the statements of the two bills n which, on the one hand, a stockholder complain: of what is manifestly beneficial to him, in aid of a complaint set up on the other hand, in the bill filed by the companies, of injury caused to them by the self same acts. I do not think the wit of man can reconcile such inconsistencies, and it only proves how bald and destitute of merit must his case be when it cannot seen be presented in a this case be when it cannot even be presented in a court of justice with a decent covering upon it and when its nakedness and grotesque deformities peep out through the ill-fitting garments with which it is attempted to conceal them. I have now, sir, just as I am about closing my remarks, had handed to me a printed circular of a prominent business firm of this city, which I will hereafter present in the shape of an affidavit.

Mr. Biddle here read the business circular of

Miller & Co.
What a commentary upon the position of the companies who set themselves up as parties com-plainant in this case, when we find our own citi-zens leaving Philadelphia to transfer their business to New York, alleging as one of the reasons for the change that freights are cheaper to the west from New York via the Pennsylvania Railroad than they are from the city of Philadelphia. And yet this is the company which comes into Court to ask to restrain the completion of the contract between the Catawissa Ratiroad Company and the Atlantic and Great Western Railway Company, unsier the pretence that by means thereof trade will be de-flected from the city of Philadelphia.

I have now presented to the Court the united views of my colleagues and myself upon the vari-ous points raised upon the bills and silidavits, and ous points raised upon the bills and slidavits, and
I trust made it apparent that no preliminary injunction, as asked for, can be granted to the complainants in either bill; and that there is not the
least ground to ask the interference of a Court of
Equity in the manner in which it is sought to be tained in the cases now before the Court.

Thanking your Honor for the attention with which you have listened to me in a somewhat protracted discussion of the case, I leave it, so far as the Philadelphia and Reading Railroad Company and the East Pennsylvania Railroad Company are concerned, in your hands.

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the contracts.

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opasity of the success Oil will be employed, viz to specquality of the sperm Of will be employed, viz :-specific gravity, burning, the amount of residuum, and any other proper tests to arrive at correct conclu-

sions that may be deemed necessary.

The Lard O.I will be subjected to special tests, and will be rejected unless found to be, in regard to burning and fluidity under reduction of temperature, and in every other respect equal to that of the standard adopted by the Beard, or which a sample will be furnistica on application to the Light-house En incer at

Die ton, ki as achusetts.

The casks must be guaged, under the direction and person a supervision of the Inspecting Officer, by a custom house or other legally authorized and aworn gauger, according to the Umted States standard, and must be marked and accepted before they are ren oved from the cel ar or warehouse of the contract tor. The tem crature of the Oil will be accurate y noted, and the measurements reduced of the standard temperature of 60 acg. Fabrenheit, by tables pre-

I reposals will be received and considered for each lot separately, or for all or the lots, at the option of the tudger; but no bid will be considered for a less quantity than that specified as one of, to be delivered at one time and place. Each hid must state explicitly, written ont in full, the kind of oil offered, whether the rate part gridless. whether Sprim, Lard, or Colza, the rate per gallon, the number of the lot or lots old for, and the place of delivery, conforming to this advertisement.

But substited by different members of the same firm or copartionship will not be considered.

The Light-house Beard, under the authority of the Directionship. Department, reserves the right to reject any bid, al-though it may be the lowest, for other considera-tions than the price. No bid will be considered for any other kind or

escription of oil than those specially called for in A bond, with security to the satisfaction of the Department, in a penalty equal to one-fourth of the amount of each contract made under these proposals, will be required of each contractor, conditioned for the faithful performance of the contract, to be executed within ten days after the acceptance

If the bid.

Each offer must be accompanied by a written guarantee signed by one or more responsible persons, and known to the Depar ment as such, or certified by a known to the Department as such, or certified by a United States district judge, attorney, may agent, or collector of the customs, to the effect that, if the bid be accepted, the bidder will duly execute a contract in good faith, according to the provisions and terms of this advertisement, within ten days after acceptance; and that in case the said party offering shall into enter into the contract as aforesaid, he or they guarantee to make good the difference between the offer of the said larly and the next lowest bidder. All bids must be sealed and endorsed 'Proposals for oil for Light-houses," and then placed in another envelope, and directed, pressid, to the Secretary of the Light-house Board, Washington City.

All bids will be opened, publicly, at the hour and on the day specified. on the day specified.

Payments will be made for the several lots of oil within thirty days after they shall have been received by the United States. By order of the Laght-house Board 11125t ANDREW A. HARWOOD, Secretary,

OFFICE OF THE DEPOT QUARTERMASTER December 19, 1865.

PROPOSALS FOR ARMY TRANSPORTATION Scaled Proposals will be received at this offic until 12 o'clock on the 31st day of January, 1866, for the Improportation of Aritary Supplies during the year

Route No. 1.—From Forts L avenworth Laramie, and Riley, and other depots that may be established during the above year on the west bank of the Missouri river, north of Fort L avenworth and south of latitude 42 degrees north, to any posts or stations that are of may be established in the Territories of Nebraska, Dacount, Idano, and Ulah, south of latitude 42 degrees for the statistical in the Territories of Nebraska, Dacount, Idano, and Ulah, south of latitude 42 degrees are the statistical in the Territories of Nebraska, Dacount, Idano, and Ulah, south of latitude 42 degrees are the statistical degrees are the statistical degrees. nde 44 ccer-es north, and east o longitude 114 degrees west; and in the Territory of Colorado north of 40 degrees north. Bidders to state the rate per 100 pounds per 100 miles at which they will fransport said store in each of the months from April to September inclusive, of the veer 1868.

Route No. 2—From Forts Leavenworth and

RICUTE AG 2—From Forts Leavenworth and Riley, in the State of Kansas, and the town of Kan-ens, in the State of Missouri, to any posts or stations that are or in ay be established in the State of Kan-eas, or in the Territory of Colorado, south of lati-tude 48 degrees north, drawing supplies from Fort Leavenworth; and to Fort Union, N. M., or other

Leavenworth; and to Fort Union, N. M., or other depot that may be designated in that Territory, to Fort Gar and, and to any other point or points on the route. Bidders to state the rate per 100 pounds per 100 miles at which they will transport said stores in each of the mouths from April to September inclusive, of the year 1866.

ROUTE NO 3 - From Fort Union or such other depot as may be established in the Territory of New Mexico, to any posts or stations that are or may be established in the Territory of Arizona and State of Texas went of longitude 105 degrees west. Bidders to state the rate per 100 pounds per 100 miles at which they will transport and stores in each of the mouths from June to Noresult stores in each of the months from June to November inclusive, of the year 1866.

The weight to be transported each year will not exceed 10,000,000 pounds on Route No. 1, 15,000,000 pounds on Boute No. 2, and 6,000,000 pounds on Route No. 3

No additional percentage will be paid for the transportation of bacon, lard, bread, pine lumber, shingles, or any other stores. Bidders abould give their names in full, as well as bidders should give their names in full, as well as their places of residence, and each proposal should be accompanied by a bond in the sum of ten thousand dollars, signed by two or more responsible persons, gunranteeing that, in case a contract is awarded for the route mention d in the proposal to the parties proposing, the contract will be accepted and entered into, and good and sufficient security

furnished by said pasties, in accordance with the terms of this advertisement.

The amount of bonds required from the contractor- will be as follows:-

equired.
Proposals must be indersed:—
Yroposals for Army Transportation on Route No.
1, '2,' or '3,'' as the case may be, and none will be entertained unless they fully comply with all the requirements of this advertisement.
Parties to whom awards are made must be presented to receive the contents of the case and to give the pared to execute contracts at once and to give the required bonds for the faithful performance of the

contracts will be made subject to the approval of the Quartermaster-General; but the right is reserved to reject any or all bids that may be offered.

Contractors must be in readiness for service by the list day of April, 1866, and they will be required to have a place of business or agency at or in the vici nits of Forts Leavenworth and Union, and other depote that may be established, at which they may be communicated with promptly and readily.

By order of the Quartermaster General.

J. A. POITER,

12 22 38 Colonel and Chief Quartermaster.

THE STAMP AGENCY, NO. 304 CHESNUT STREET, ABOVE THIRD, WILL BE CONTINUED AS BERETOFORE STAMPS OF EVERY DESCRIPTION CONSTANTLY ON HAND AND IN ANY AMOUNT.

FINANCIAL. REMOVAL

NEW OFFICE.

On MONDAY, 8th fast, we hall remove from our temperary Office, ho. 805 OHESEUT Street, to our old

No. 114 S. THIRD STREET,

With greatly enlarged incilities to

PURCHASE AND SALE GOVERNMENT AND OTHER SECURITIES,

And the transaction of a general Banking business.

JAY COOKE & CO

JAY COOKE.

Philadelphia, January 1, 1866. ( OPARTNERSHIP NOTICE .- FROM THIS date, BENRY D. COOKE, HARRIS C. PAHNE STOCK, PITT COOKE, JOHN W. SEXTON, and GEORGE C. THOMAS are partners with us in the Firm of JAY COOKE & CO., Philanelphia.

WM. G. MOORHEAD. Philadelphia, January 1, 1866. S. SECURITIES

A SPECIALTY.

SMITH, RANDOLPH &

BANKERS & BROKERS.

16 S. THIRD ST. 3 NASSAU ST.

PHILADELPHIA. NEW YORK. STOCKS AND GOLD

BOUGHT AND SOLD ON COMMISSION. INTEREST ALLOWED ON DEPOSITS, 12

ARLES HALLOA STOCK BROKER, No. 39 S. THIRD STREET,

(ROOM No. 4).

Government, State, and Other Loan and Stocks Bought and Sold on Commission.

SPECIAL ATTENTION GIVEN TO GOVERNMENT SECURITIES:

HARPER, DURNEY & CO..

BANKERS. STOCK AND EXCHANGE BROKERS.

No. 55 S. THIRD STREET, PHILADELPHIA. Stocks and Loans bought and sold on Commission Uncurrent Bank Notes, Com, Etc., bought and sold. Special attention paid to the purchase and sale of Oil Stocks. Deposits received, and interest allowed,

as per agreement.  $5\,20^{8}$ 

7'30s, WANTED. DE HAVEN & BROTHER! No. 40 S. THIED STREET.

HAIR ESTABLISHMENTS.

DAKER'S POPULAR HAIR ESTABLISHBANGEAUX. Espillons, Houleaux, Tondues. Frises,
Crimpoes. Curls, Illusive Scarns for ladies, cannot be
equalled by any other house in the United States, at
prices lower than elsewhere.

11 30 2m No. 100 CHESKUT Street, Philadelphia.

STOVES RANGES, &o. U L V E R'S

New Patent Deep Sand-Joint HOT-AIR FURNACE. RANGES OF ALL SIZES. Also, Phiegar's New Low Pressure

Steam Heating Apparatus.

FOR SALE BY CHARLES WILLIAMS, No. 1182 MARKET STREET.

LIQUORS.

CHESNUT GROVE WHISKY.

MERIT ALWAYS ITS OWN REWARD. An article possessing Merit will always conquer proju-dice, abuse, vilification, and aught that envy, hatred, or malice can impose uponi t.

CHESNUT CROVE WHISKY Is a strong evidence of the fact. Decried by numbers for what-simply if its merits were known and appreclated-it could not tail to become popular-other things less so in proportion. There is no stimulant giving evidence of so much purity as to produce cartificates from such highly respectable parties as Messrs. Booth, Garret, and Camac, of Philadelphia; L. B. Chilton, New York; and Dr. A. L. Hayes, Boston. For Nervous Debility, and all diseases requiring a pure. mild stimulant, there is nothing like it. For sale by bottle, demijohn, or barrel, at 11 No. 225 N. THIRD STREET.

M. NATHANS & SONS. IMPORTERS OF

BRANDIES, WINES, GINS, ETC.

No. 19 N. FRONT STREET. PHILADELPHIA.

MOSES NATHANS, HORACE A. NATHANS, ORLANDO D. NATHANS.

BRIDESBURG MACHINE WORKS, No. 65 N. FRONT'STREET, We are propared to fill orders to any extent for our well known
MACHINERY FOR COTTON AND WOOLLEN MILLS,
including all recent improvements in Carding, Spinning,
and Weaving.
We invite the attention of manufacturers to our exten-

sive works, . ALFRED JENES & SON.