THE DAILY EVENING TELEGRAPH .- PHILADELPHIA, FRIDAY, FEBRUARY 2, 1866.

PROPOSALS.

TREASURY DEPARIMENT, OFFICE LIGHT-HOUSE BOARD. WASHINGTON CITY, JANUARY 6, 1868.

the contracts. The four iots will be delivered as follows, viz :- Lot No. 1.-Fifteen thousand (15,000) galions on the 20 day of Apr., 1568, or as soon thereafter as the

livered as above supulated, at Detroit, Michigan, on the lat day of May, 1866 No bid will be considered unless irom a manufac-

No part of the Oil proposed for and to be embraced

quality of the Sperm.Oi will be employed, viz :- spe-cific gravity, burning, the amount of residuum, and any other proper lests to arrive as correct conclu-

sions that may be deemed necessary. The Lard OI will be subjected to special tests, and will be rejected miless found to be, in repard to burn-ing and fluidity under reduction of temperature, and

in every other respect equal to that of the standard adopted by the Board, of which a sample will be fur-mished on application to the Light-house En_incer at

gauger, according to the United States standard, and must be marked and accepted before they are re-moved from the cellar er warehouse of the contrac-tor. The temeerature of the Oi will be accurately

temperature of 60 deg. Fahrenheit, by tables pre-

Iroposals will be received and considered for each for the purpose. Iroposals will be received and considered for each fot separately, or for all of the lots, at the option of the bidder; but no bid will be considered for a less quantity than that specified as one ot, to be de-byered at one time and place. Each bid must state explicitly, written out in full, the kind of ol offered, what or Specified as one of the rate for each

turer of the article

Boston, Maszachusetts.

UNITED STATES SUPREME COURT.

The following cases have been argued before the United States Supreme Court, Chief Justice Chase presiding :--

Evasion of the Revenue Laws-The Markes Value of Champagnes at Rheims-A Lesson to Manufacturers.

The United States vs. One Hundred and Twenty-five Baskets Champagne, Marked "V. C.," and Five Rundred do., Marked "E. C.," and One Other Case.-These were cases of alleged viols-tion of the revenue laws, argued together, involving upwards of one thousand baskets of

champagne. On the 20th of April, 1864, the Collector of the port of San Francisco seized the property in question at that port, on land, as being fortested to the United States for a violation or an attempt

to evade the revenue laws by undervaluation. The statute provides that merchandize in-tended for any port of the United States, irom any foreign country, by the manufacturer, must be invoiced, if subject to ad valorem duty, at its actual value at the time and place when and where the same was manufactured; and it is alleged that the champagne seized was involced much below that value by the manufacturer at Rheims, France; that the necessary declaration being made, and the Consular certificate of value obtained, it was imported and entered at the Custom House in San Francisco upon such false invoice. The property is claimed by Eugene Clicquot, a familiar name on the wine list. Upon the trial in the District Court of Cahfor-

nia a decree of condemnation was entered from which appeal was taken to the Circuit, where the judgment below was affirmed. Appeal was then taken to this Court, where it was argued upon exceptions taken to the roling below by claimants, they claiming that in order to justify condemnation it must be shown that the invoice was knowingly made below the market value at Rheims; that there was no local market for champagne at that place, and that it had been therefore invoiced at the cost of manufacture, honestly and in good faith, and without intention to deiraud the Government. Under such circumstances the involce was properly made, and there could be no fair presumption that it was otherwise.

Government takes the ground that the plea of the claimants is a mere evasion; that the champagne should have been invoiced at the price charged the purchaser; that the purchase was at Rheims, and as a consequence there was a market there sufficient to determine the value of the wines; that its value was the price paid

by the importer at Rheims. D. B. Eaton for claimants; James Speed, At-torney-General, and Delos Lake, Esq., for the

Prize-The Bermuda Case-Actual Destination and Enemy Control as Determining the Character of a Voyage-Blockade.

The United States vs. The Steamship Bermuda, her Olaimant and a portion of her Cargo.-In this case Edwin Haight, a British subject, was claimant of the steamship, and Fraser, Tren-holm & Co., of Liverpool, were among the claimants of the cargo. The *Bermuda*, alleged to be a British owned and registered steamer, unarmed, on a voyage from Bermuda to Nassau, on the 27th of April, 1862, was captured by the United States steamer Mercedita, while cruising in the vicinity of Abaco.

When captured she was close on the eastern coast of Great Abaco Island, an English colony, and within sight of land, and the range of the Abaco light, about four and a-quarter miles from shore. She was flying the British flag at the time of her capture, and her colors were not hauled down, as alleged, until she iwas taken twenty or thirty miles further out to sea. She was taken to the port of Philadelphia, and there libeled and subsequently condemned, as to the ship and that portion of her cargo consisting of munitions of war.

Upon the trial it was shown that at the time of the capture her master destroyed a portion of the ship's papers. In entering this decree the Court said "that the destination, immediate or ultimate, of the vessel's cargo, was a hostile port, whether it was to have been transported to such port from Nassau, in the Bernuda, or by transshipment or landing and reshipment, might have been determined by orders receivable there, or by orders which were among the papers

destroyed at the time of the capture; or, in the

properly considered as proprietary, 11. The capture was unjustifiable, because it

was made within a space embraced by a line drawn due south from the nearest headland on the Island of Abaco, above the place of capture: because it was made, not on the open sea, but in waters constituting chaunels between islands belonging to Great Britain, a neutral power, and because it was made before actual search, and under a general authority to seize certain vessels

wherever found. 12. The claimant, Mr. Haight, as a subject of neutral power, has a right to rely in the present case upon the violation of the neutral rights of his own Government, even although that Government may have delayed or postponed the as-sertion of those rights. He may seek redress in our prize courts, and if he fails to obtain it there, although entitled to it, his own Government may, at a future day, herself claim the redress. It is claimant's duty, in the first instance, to seek redress in our prize courts.

13. A subject of a foreign and neutral power, whose property is captured, has a periect right, in the courts of the captor, to claim the restitution of his property on grounds of territorial im-munity, without any intervention on the part of his Government. He may claim the interven-tion of his Government, which may withhold or afford it at its own discretion, without affect-ing the legal validity of the judicial claim. The owner may on this ground sized binself. of the owner may on this ground avail himself of the immunity given by the place of capture, within gunshot of Abaco, and within the narrow seas of

the Providence channel. The United States submit that the decree was correct on the following grounds:—

1. That the vessel was, when captured, actu-

1. That the vessel was, when captured, actu-slly owned by enemies. 2. If not then actually owned by enemies, she was so entirely possessed, controlled, and man-aged by enemies for the purpose of their own commerce, and so exclusively engaged in that commerce as to have forfeited her neutral chareter, and assumed a hostile character, which subjected her to condemnation as prize of war.

5. She was proceeding, when captured, with a cargo certainly destined for a blockaded port, on a voyage which had for its purpose a delivery of that cargo at such port, either by herself or by transshipment at Nassau, to some other ves-4. That part of the cargo condemned was liable to confiscation as enemy's property, having been, when captured, in actual enemy own-

ership, possession, and control. 5. That part of the cargo was contraband of war, shipped for the purpose of reaching a hos-tile port of destination, and when captured it was proceeding to that destination in the possession and under the orders and control of enemies resident thereat (the Charleston branch of the Liverpool firm who appear as claimants). This subjected it to confiscation, whether it was to have been carried to that destination in the Bermuda, or to have been unloaded or trans-shipped at Nassau. These facts, with their attendant aggravations, also subject the vessel, which was owned or possessed, controlled and directed by the same enemies, to condemnation. 6. That part of the cargo was also condemnable because it was proceeding, when captured, with intent to enter a blockaded port.

7. The destruction of a part of the ship's papers by the master, under the instructions of his emloyers, who had actual control and direction, if they were not the owners of the vessel and cargo, is, under all the circumstances, a presumption, first, of hostile character; second, of destination to a blockaded port; and third, of destination of a contraband cargo for enemy's use, and justifies the denial of further proof, so that condemnation on any or all of these ground necessarily follows. 8. The *Bermuda* was good prize when cap-tured, because she was taken on the voyage next succeeding that in which she had broken the blockade of the port of Savannah. G. M. Wharton and William B. Reed, of Phila-

delphia, for cluimants; James Speed, Attorney-General, and Titian J. Coffee, Esq., for Government.

ICEBERGS. Their Origin and Formation-Lecture by

Dr. Hayes, the Arctic Explorer. A very interesting lecture was delivered by

SMITH, RANDOLPH & CO., Dr. Hayes, the eminent Arctic explorer, at Cooper Institute, New York, on Tuesday evening, by invitation of the Associlaton for the Advancement of Science and Art. A large and appreciative audience was present. Dr. Hayes commenced by referring to the dif-ference between the ancient and modern ideas of the Hyperborean regions, and then said that in the Hyperborean regions, and then said that in July, 1860, an expedition set out from the United States to complete the explorations begun by Dr. Kane. This expedition comprised one little schooner of 130 tons burden and fourteen per-sons, who acknowledged me as their commander. The expedition reached the Greenland coast early in August and halting to obtain does for sleder in August, and halting to obtain dogs for sledge-travelling and a stock of furs, entered the ice and reached Smith's Sound in September, where it wintered in lat, 78 deg. 17 min., at a harbor which I named Port Foulke. The long dark winter commencing in October, terminated in March, when our explorations commenced, and before the close of the season they were pushed with dog sledges, travelling over the frozen sea, to lati-tude 82 degrees 45 minutes, within four hundred and fifty miles of the North Pole. The point of and hity miles of the North Pole. The point of our exploration reached, the most northern known land on the globe was opportunely mamed Cape Union, and we brought home some more evidence of the existence of the much-talked-of Polar Sea. Being liberated by the breaking up of the ice in the month of July, after ten months' imprisonment, we made still further attempts to constrain the month the further attempts to penetrate through the loe-fields to the northward, but, after nearly losing our vessel, we were compelled to give up the project and return to this country. The English are preparing to reap the rewards of our explorations, an expedition to Smith's Sound being in contemplation. After this statement of the object of the expe dition, and the course taken, Dr. Haves said he would divide his lecture into two heads-first, giving a general description of the size, form, and appearance of the icebergs; and secondly, 5'20^S his theory of their growth and origin. It was not, he said, until we had reached the Arctic Circle, and found ourselves in the endless Arctic Circle, and found ourselves in the endless day, where the sun shone upon us at midnight, as well as at noon, that we came upon our irst iceberg. It was a mass of dead whiteness, and it broke suddenly upon us out of a dead mist, and was mistaken by the "lookout" for land when he first caught the sound of breakers beat-ing upon it. Its form was that of an irregular pyramid, about 300 feet at the base, and perhaps half as high. At first we could see only the 1.7 half as high. At first we could see only the white shimmer of its foot, underneath the canopy of vapor which overspread the sea, and the line of the surf; but at length the mist broke away, disclosing the lofty peak of a glittering spire, around which the white clouds were curl-ing and dwncing in the sunlight. There was comething very impressive in the stern indifference with which it received the lashing of the sea. Our immediate destination was the Danish Esquimaux settlements of Upernavik in lati*ude 72 41, the most northerly outposts of Christian cettlement on the globe. On the 2d of August we had approached within one hundred miles of we had approached within one hundred miles of it, when the wind died out and there was a dead calm. Our sailors began to think that the often-talked-of Greenland was a mythical locality, but after a time we came in sight of its shores. As the fog lifted and rolled itself up like a scroll over the sea to the westward, icc-berg after loeberg burst into view like castles in a fairy tale. It seemed, indeed, as if we had been drawn into a land of enchantment by some unseen hand. Here was the Valhalta of the sturdy Vikings: here the city of the sun-cod some unseen name. Here was the valuation of the sturdy Vikings; here the city of the sun-god Freyer; Affhim, with its elfin caves, and Glither, with its walls of gold and roofs of silver, and Gimle, more brilliant than the sun—the home of the happy; and there, piercing the clouds, was Himinberg, the celestial mount, where the bridge of the golds reaches heaven. Church is bridge of the gods reaches heaven. Church, in his picture of the icebergs, has grandly exhi-bited a scene not unlike that which I would in vain describe.

to his benefit as owner of the ship, nor is there any evidence of the spoliation of any documents properly considered as proprietary. their cunning, almost human-looking faces up and down in the still waters. Dr. Hayes then gave a thrilling description of

the repeated escape of his small vessel from the the repeated escape of his small vessel from the dangers with which she was surrounded, and concluded this portion of his lecture by describ-ing a large iceberg, three-quarters of a mile long and three hundred and fifteen feet high, whose cubical contents might be roughly estimated at twenty-seven thousand millions of teet, and its weight at something like two thousand millions of teres

A HOUSE FOARD. Washington City, January 6, 1896. Sealed Proposals will be received at this office until 1 o'clock P M., on FRIDAY, the 9th day of February, 1866, for supplying the Light-house Esta-ble limes twith sixty thousand railons of the best quality pure Winter Strained Oil, either Lard or Sperm, to ice divided into four jots, and to be de-livered at the times undermentioned, alongside of the Government supply vessels, or at the warehouse or other place of deposit, to be designated by the Light-house Board, in strong, tight, from-bound, wei-made casks, suitable for shipping in rood order, of a capacity cach of from fifty to electly gallons-not to exceed the latter. The Oil may be delivered at Boston or New York, at the option of the bidders. The place of delivery in each case must be driver inter ty stated in the bias, and will be embraced in the contracts. Dr. Hayes then proceeded to state his theory of the origin and formation of icebergs. He said the icebergs have their origin in the giscier. The glacier is a branch of the great Mer de Glace, or sea of ice, which apparently covers the whole interest of Greenburgt and the Mer the whole interior of Greenland; and the Mer de Glace itself is a mass of hardened, or, if the term is admissible, frozen snow, in many places several thousands of feet in depth. It will thus be perceived that the iceberg is of fresh water; the 20 day of Apr., 1866, or as soon litercafter as the proper tests and gauging can be completed. Lot No. 2. - Fitteen thousand (15,000) gallons on the 16th day of April, 1866, or as soon thereafter as the proper tests and gauging can be completed. Lot No. 3. - Fifteen thousand (15,000) gallons on the let day of June, 1866, or as soon thereafter as the pro-per fests and gauging can be completed. Lot No. 4. - Fitteen thousand (15,000) gallons on the lat day of August, 1886, or as soon toereafter as the proper test and gauging can be completed. Separate proposals will be received at the same time for 5000 gallons of Coiza or Lard Oil, to be de-livered as above supulsited, at Detroit, Michigan, on and even in its smaller fragments may, in conse quence, he distinguished from the ice which forms upon the surface of the sea, which is always salt. It has been sometimes supposed that sea water in the act of reezing deposits its salt, but this impression has been derived from ncorrect observation.

Dr. Hayes then referred to the various theo-ries of the formation of glaciers, and described the manner in which they move forward to the shore, where fragments of them breaking off fall into the water and are submerged to the extent of seven-eighths of their bulk. The upward pressure of the water frequently splits them into fragments, each of which becomes an iceberg. The Doctor concluded his interesting lecture by a very eloquent general description of the Arctic regions, and of the impression made on those who first visit them by the extreme solitude and

The lecture was listened to with deep attention, and the lecturer was frequently applauded

SINANCIAL

	I HUTHING THEF					
2	E	M	0	\mathbf{V}	A	I
			TO			
	N	ΕW	OF	FIC	E.	

temporary Office, No. 305 CHESNUT Street, to our old ocation,

On MONDAY, 8th inst., we shall remove from out

No. 114 S. THIRD STREET.

With greatly enlarged facilities for the

PURCHASE AND SALE OF

And the transaction of a general Banking business.

COPARTNERSHIP NOTICE .- FROM THIS

GEORGE C. THOMAS are partners with us in the

U. S. SECURITIES

A SPECIALTY.

BANKERS & BROKERS.

Firm of JAY COOKE & CO., Philadelphia.

date, HENRY D. COOKE, HARRIS C. FAHNE

JAY COOKE.

WM. G. MOORHEAD.

Philadelphia, January 1. 1866.

Philadelphia, January 1, 1866.

whether sperm. Lard, or Colza, the rate per gallon, the number of the lot or lots bid tor, and the place of delivery, conforming to this advertisement. Bids subnitted by different members of the same firm er copartnership will not be considered. The Light-house Board, under the authority of the Department, reserves the right to relied any bid, al-GOVERNMENT AND OTHER SESURITIES

161m

16 lm

Department, reserves the right to reject any bid, although it may be the lowest, for other considera

JAY COOKE & CO.

No bid will be considered for any other kind or description of oil than those specially called for in this advertisement. 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 pro-posals, will be required of each contractor, con-ditioned for the faithful performance of the contract, STOCK, PITT COOKE, JOHN W. SEXTON, and to be executed within ten days after the acceptance

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 United States district judge, attorney, navy agent, or collector of the customs. 10 the effect that, if the bid be accepted, the bidder will daily execute a contract in good faith, according to the provisions and terms of this advertisement, within ten days after accept-ance; and that in case the said party offering shall init to enter into the contract as aforesaid, he or they guarantee to make good the difference between the offer of the said party and the part lowest indder offer of the said party and the next lowest bidder. All bids must be sealed and endorsed 'Proposals for oil for Light-houses," and then placed in another envelope, at d directed, prepaid, to the Secretary of the Light-house Board. Washington City. All bids will be opened, publicly, at the hour and on the day specified.

Payments will be made for the several lots of oil

RAILROAD LINES.

as hours. MORNING MAI.
 Ai 500 A. M. 'or Reading. Lebanon Harisbarg, Potts-ville, 'Plinegrove, Tamaqua, Runbasv, Williamsport, Simila, Rochester, Niagara Falls, Bu.'sio Allontows, Wilkeharre, Fittston, York, Carlisle, 'Dambersburg Haperstown etc. etc.
 This train connects at READING with 'he East Pen cylvania Balicoad trains for Allenown, e.c.: and wit the Lebanon Valley train for Harrisburg etc.; PORT OLINION with Catawissa Ballow? trains
 Williamsport, Lock Haven, Kiml s. etc.; at HAR HIS BURG with Sorthern Central, Cumber and Yalley and Schurklei and Susquehanna trains for North-umberland. Williamsport, York, Chambersburg, Pine grove, etc.

and Schuylki and Suquehana. trains for North-urove, etc.
APTERNOON EXPRESS
APTERNOON EXPRESS
APTERNOON EXPRESS
APTERNOON EXPRESS
Approximation of the second strains for North-urove, etc.
APTERNOON EXPRESS
Approximation of the second strains for North-urove, etc.
APTERNOON EXPRESS
Approximation of the second strains for North-urove, etc.
APTERNOON EXPRESS
Approximation of the second strains for North-urove, etc.
APTERNOON EXPRESS
Approximation of Milton, Williamspert
Approximation of Milton, Williamsperister, Chicago, Williamspert
Ap No part of the Oil proposed for and to be embraced in the contracts under this advertisement will be accepted, received or paid for, until it shall have been proved, to the entire satisfaction of the person or perions charged with its examination, test, and inspection, to be of the best quality pure Winter S rained Oil and free from mixture with other or inferior of and adulterations. The usual means for determining the character and onally of the Sterm Oil will be employed, by

The casks must be gaaged, under the direction and personal supervision of the Inspecting Officer, by a custom house or other legally authorized and sworn

 P. M. Mail Train for Harrisburg leaves New York at II Noon.
 SCHUYLKILL VALLEY RAILROAD.
 Trains leave Poitsvi le at 645 and 11:00 A. M., and 7:1
 P. M., returning from Tamaquasat 735 A. M. and 140 an 415 F. M.
 SCHUYLKILL AND SUSQUEHANNA RAILROAD.
 Trains leave Auburn at 735 A. M. for Pinegrove and Harrisburg, and at 1:50 F. M. for Finegrove and Tremont; returning rom Harrisburg at 600 F. M., and from Tre-ment at 7 00 A. M. and 600 P. M.
 Through first class tickets and emigrant tickets to all the principal points in the North and West and Canadas.
 The following tickets are commed only at the Offles of S. Bradford, Freasurer, No 227 S. Fourth street, Phila-delphin, or of G. A. Nicolis, General Superintendent.
 Reading. COMMUTATION TICKETS.

COMMUTATION TICKETS. At 25 per cent discount, between any points desires for tamilies and firms MILEAGE TICKETS. Good for 2009 miles, between all points, at \$52'50 each for families and firms SEASON TICKETS, Fo: three, six mine or twelve months, for holde only, to all points at produced rates CLF RGYMEN Residing on the line of the road will be furnished with cards, entitling themselves and wives to tickets at half-iare

Inre-

are EXCURSION TICKETS, From Philadelphia to principal stations, good for Saturday. Sounday and Monday at reda ed fare, to be had only at the Ticket Office at Thirteenth and Callowhill streets.

nid only at the ricket Office at Thirteenth and Callow-hill 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 5:30 A. M., 12:45 noon, and 5:00 x M. for Reading Lebanon. Harrhourg, Pottsville. For Cliniton, and all points hevond. Close at the Phi adelphia Post Office for all pincipal Stations only at 215 P. M. M. M. NEW YORK.—THE CAMDEN AND Amboy and Philadelphia and Trenton Bailroad Amboy and Philadelphia and Trenton Railroad

Company's lines FROM PHILADELPHIA TO NEW YORK and way places, from Walnut street whari, will leave as follows viz :-- FARE

follows viz :- FARE At 6 A. M., via Camden and Amboy Accommoda-

At 6 A. M., via Camden and Amboy Accommoda-tion. \$2.26 At 8 A. M., via Camden and Jersey Clip Express. \$2.26 At 8 A. M., via Camden and Amboy Express. \$2.26 At 12 M. (noon) and 8 P. M. via Camden and Am-boy Accommodation (Freight and Passenger).....4 2.26 At 6 and 11 30 P. M. via Camden and Amboy, Ac-commodation (Freight and Passenger)......4 2.26 At 6 and 10 A. M., 2 and 5 P. M., for Mount Holly, Ewansville, Pemberton and Vincentown; at 6 A. M., and 2 P. M., for Freehold. At 6 and 10 A. M., 12 M., 3.30, 5.6 and 11:30 P. M., for Pal-myra, Hiverton, Defance. Bevorty, Edgewater Burelance, Bevory, Edgewater Bur-Bordentown etc. The is A. M and rect through to Trenton SINGTON DEPOT WILL LEAVE FOLLOWS :-ad 6 45 P. M. via Kensington 83.04 ia Kensington and Jersey City

RAILROAD LINES,

RAILROAD LINES, PHILADELPHIA, WILMINGTON, AND BAL INC. AND CALL, Commencing MONDAY, Januar 6, Head Trains will leave Deput, contar of BROAD street and the 'ABLE.-Commencing MONDAY, Januar 6, Head Trains will leave Deput, contar of BROAD street and the 'ABLE.-Commencing MONDAY, Januar 6, Head Trains will leave Deput, contar of BROAD street and the 'ABLE.-Commencing MONDAY, Januar 6, Head Trains will leave Deput, contar of BROAD street and the 'ABLE.-Commencing MONDAY, Januar 6, Head Trains will leave de-Grace And the 'ABLE'.-Commencing MONDAY, Januar 6, Baltimore and Washington, Stopping at Wilmington, terp ville, Barre-de-Grace Aberdeen, Perryman's, warnolis and Stemmer's Run. The Aware R-I road Train at 845 A. M. (Sunday excepted), for Baltimore and Mashington, Stopping at Chesiter (hymont, and all centra stations between Wilmington and listence. Express Train at 945 P. M. (Sunday scacepted), for Baltimore and Washington, Scaware, Ekton North-cest, Markella and Stemmer's Run. Mashington, stopping at Chesiter Perry lie, Havre de Grace, Aberdeen, Perry man's, Mathington, stopping at Chesiter (Burlow, Liawood, Chymont, Stopping at Chesiter (Burlow, Liawood, Chymont, Stopping at Chesiter (Burlow, Liawood, Perry lie, Havre de Grace, Aberdeen, Perry man's, Markella and Stemmer's Run. Mashington, stopping at Chesiter (Burlow, Liawood, Chymont, Wilmington, Neware, Ekton, North Sast, Perry lie and Havre de-Grace. Markella and stemmer's Run. Markella and Stations between Philadelphis and Markella and Stations between Philadelphis and Markella and Aberdeen Philadelphis and Markella and Stations between Philadelphis

Stopping at all Stations between Philadelphia and Wimnipyon. Leave Philadelphia at 815 and 11:15 A. M., and 3 38, 500, and 700 P M The 3:30 P. M. train connects wild Delaware Railroad for Milford and Intermediate stations. Leave Wilmington at 700, 815, and 9:30 A. M., and 3:00 and 3:00 P M Trains for New Castle leave Philadelphia at 8:15 A. M.,

Trains for New Castle leave Philadelphia at 845 A. M., 330 and 550 P.M. HROUGHI TRAINS FROM BALTIMORE Leave Wilmington at L200 M. and 450 and 556 P. M. (H) S+ER FOR PHILA DELPHIA Leave Chester at 850, 568 and 1948 A. M., and 1956, 343, 501, 544 and 1920 P. M. FROM BALTIMORY TO PHILADELPHIA Leave Baltimore 825 A. M., Way Mall; 140 P. M., Express; 635 F. M. Express. A B Accommodation Train for Havre-de-Grace and in-termediate stations wil leave Baltimore at 10 P. M., RAINS FOR BALTIMORE Leave Chester at 852 A. M., 323 and 1150 P. M., Leave Wilmington at 1227, 543, and 1053 A. M., and 4 P. M. SUNDAY TRAINS.

Leave Wimington at 12 27, 543, and 1033 A. M., and 4P. M. SUNDAY TRAINS. Express Train at 445 A. M. for Baltimore and Wash-inston, stopping at Wimington. Perry us. Havre-de-Grace, a beriecu, Perryman's, Magno Ja, and Stommar's Run. Night Express II 15 P. M. for Baltimore and Wash-meton, stopping at Chester Thur ow Linwood, Clay-mont, Wilmington Newark Eikton, Northeast, Perry-ville, and Havre-de-Grace. A special train will leave Philadelphia for Wilmington for intermediate staticns at 9 P. M. BALT IMORE FOR PHILADVLPHIA. Leave Baltimore at 926 P. M., stopping at Havre-de-Grace, Perryville, and Wilmington or Baltimore) and leave passengers from Washington or Baltimore) and Chester to leave passengers from Baltimore or Wash-meton.

Chester to loave passengers from continuous of trans-ington. A special train will leave Wilmington for Philadelphia and intermediate stations at 630 P. M Freight train, with passenger car attached, will leave Wilmington for Perryville and intermediate s ations a 64 P. M. H. F. KENNEY, Superintendent.

NORTH PENNSYLVANIA RAILROAD,-N Depoi, THIRD Street above Thompson. For BETHLEHEM, DOYLFSTOWN, MAUCH CHUNK, EASTON, WILLIAMSPORT, and WILKES

BAREF. At 730 A. M. (Fxpress), for Bethlehem, Allentown, Mauch Chunk, Hazleton, Williamsport, and Wilkes-

At 730 A. M. (Pxpress), for Bethlebem, Allentown, Mauch Chunk, Hazleton, Williamsport, and Wilkes-berre. At 3:30 P. M. (Express), for Bethlebem, Easton, etc., reaching Easton at 6:45 P. M. At 5:15 P. M. for Bethlebem, Allentowa, Maush Chunk, Daaville and Williamsport. For Doviestown at 8:35 A. M., 2:30 and 4:15 P. M. For Fort Washington at 10 A. M. and 11 P. M. For Fort Washington at 10 A. M. and 11 P. M. For Landale at 6:15 P. M. White cars of the Second and Third Streats Line City Passenger Cars run direct to the depot. TRAINS FOR PHILADELPHIA, Leave Bethlehem at 6:30 A. M., 3:15 and 5:30 P. M. Leave Doy estown at 6:30 A. M., 3:15 and 5:30 P. M. Leave Landale at 6:10 A. M. Leave Fort Washington at 10:50 A. M., and 2:18 P. M. ON SUNDAYS Philadelphia for Beth chem at 3 A. M. Philadelphia for Beth chem at 3 A. M. Bethlehem in to Philadelphia at 7:20 A. M. Bethlehem or Philadelphia at 4. P. M. Through Tickets must be procured at the ticket offices, THIRD Street, or BEKES Street. EILIS CLARK. Agent

absence of instructions, may have been discretionary with her navigator; that she was, at the time of capture, navigated under in-structions received at Bermuda from resi-dents of the hostile port of destination, and that they or their agents had control and regulation of her ulterior movements, is unquestionable. This renders the immediate destination of such parts of the cargo as consist of munitions of war less important than it otherwise might have been. Judgment as to these articles may be pro-nounced independently of any question of their hostile ownership. Even if the immediate des-tination was not absolutely hostile, it was con-trolled by hostile persons, whose purpose clearly was that it should reach a hostile port." From the decree of condemnation appeal was

taken to this Court, no decree yet having been made in respect to the balance of the cargo-that portion not contraband of war. The claimants insist in support of their appeal

that-1. The Bermuda was not liable to capture, if at the time she was on a voyage from the port of Bermuda, a neutral port, to Nassau, another neutral port, and was a British vessel, owned by a British subject. In order to render her so liable, under these circumstances, she must have been actually on a voyage to Charleston or some other blockaded port of the Southern States,

with an intent to run the blockade. 2. There can be no legal blockade by a bellige-rent of any other than a hostile port. There can be none of a neutral port, and the *Bermuda* was, therefore, at perfect liberty to navigate to and tro from the British West India Islands, so far as the blockade was concerned, unless she was actually on a voyage to a blockaded port of

3. There can be no proper legal assertion of a continued voyage, of which Nassau was but an intermediate port, unless the evidence shows that the *Bermuda* was on her way to a block-

that the Bermuda was on her way to a block-aded port via Nassau. 4. That from a legal construction of all the evidence in the cause, the voyage of the Bermuda was not intended to violate any blockade. 5. Britian merchants, as neutrals in our late war, had a perfect right to trade, even in mili-tary stores, between their own ports, and to sell at one of them, even to an enemy of the United States, goods of all sorts, although with a know-ledge that the purchaser bought them with a view of employing them afterwards out of the neutral territory in a war against us. A neutral may sell in his own territory to either belligerent, munifions of war, the only exception, so far as England and America are concerned, being a prohibition against fitting out vessels of war, or warlike expeditions in the neutral coun-

try against one of the belligerents. 6. The question of contraband of war cannot arise with respect to any portion of the Bermuda's cargo, unless she was on a voyage to a blockaded port. If it was the intention to store the Bermuda's cargo at Nassau, and that the voyage of the Bermudo should terminate at that place, except as regarded her return to England, no question of contraband can arise in the cause, 7. The control of the Charleston firm over the

voyage did not clothe them with any "wnership, even in a prize court. Their control must be treated as confined to a direction of the ship within the limits of her prescribed voyage, and if that voyage did not include a trip to any blockaded port, or to any port of the enemies of the United States, it cannot affect injuriously the neutral owners.

Any sale under power of attorney to Mr. Haight, a claimant, not accompanied with an interest, must have been for the use of the principal, and all moneys received under it must be the funds of the principal.

9. Spollation of papers is cause of condemnation only as against the party committing it if interested in the vessel or cargo, and cannot affect the rights of the parties not committing it, nor interested in the act, where either circum-

Although surrounded by ice we had neverthe nor interested in the act, where either circum-stance is clear. 10. There is no proof of spollation being authorized by Mr. Haight, or that it conduced ful sca-gulls, in immense swarms, sat perched No. 718 ABCH STR. Interest of the partner or constantly in view a great variety of animal life. Flocks of ducks and grease swept ever us in long, undulating lines, and the grace-ful sca-gulls, in immense swarms, sat perched

16 S. THIRD ST. 3 NASSAU S PHILADELPHIA. NEW YORK. STOCKS AND GOL BOUGHT AND SOLD ON COMMISSIO. INTEREST ALLOWED ON DEPOSITS. DAVIES BROTHER No. 225 DOCK STREET, BANKERS AND BROKERS BUY AND SELL UNITED STATES BONDS, 1881s, 5-20s, 10 40s. UNITED STATES 73-10s, ALL ISSUES, CERTIFICATES OF INDEBTEDNESS Mercantile Paper and Loans on Co laterals negoti Stocks Bought and Sold on Commission. 13 HARPER, DURNEY & C BANKERS, STOCK AND EXCHANGE BROKE No. 55 S. THIRD STREET, PHILADELPHIA Stocks and Loans bought and sold on Commis Uncurrent Bank Notes, Coin, Etc., bought and Special attention paid to the purchase and sa Oil Stocks. Deposits received, and interest allo 121 as per agreement. 7'305, WANTED. DE HAVEN & BROTHER No. 40 S. THIRD STREE LADIES' FANCY FURS. LADIES' FANCY FUI JOHN FAREIRA, No. 718 ARCH STREI ABOVE SEVENTH STREET At his old-cetablished store, IMPORTER, MANUFACTURER, A. DEALER IN FANCY FUR

FOR LADIES AND CHILDRE

My assortment of Fancy Furs for Ladies and

dren is now complete, embracing every variety will be worn during the coming season.

Remember the name and number.

JOHN FAREIRA,

No. 718 ARCH STREET, above Seve

I have no partner or connection with any

ат.	Payments will be made for the several lots of oll within thirty days after they shall have been re- ceived by the United States. By order of the Light-house Board. 11125t ANDREW A. HARWOOD, Secretary.
	GOVERNMENT SALE OF SURPLUS HARD BREAD.
D	NO. 8 SOUTH GAY STREET.
N.	BALTIMORE, MG., January 31, 1863) Scaled Froposals in auplicate will be received at this office daily, and opened at 12 o'clock M., on Wednesdays and Saturdays during the mooth of
21	February, for the purchase of surplus GOOD HARD BREAD, on hand a: this depot
s,	The bread is in boxes of fifty (50) pounds each. All the bread offered under this advertisement has been carently and theoroughly inspected, each box having been opened, examined and then re-coopered,
s,	and no bex allowed replaced which did not come up to the standard for issue (to troops. No proposals received tor less than twenty (20) loxes. Furchases will be delivered on board of transports without expense to the purchaser.
lated. 1 ly	Payment required in Government funds on notifi- cation of acceptance of bid. Twenty days allowed purchasers to remove stores. Swould navigation be closed during this time, the time so lost will not be considered. Proposals to be endorsed on the
0.,	considered. Proposals to be endorsed on the envelope, "Proposals for Hard Bread," and addressed to Brevt. LtCol. and C. S. U. S. A.,
	1 81 2 26 Brevt. Brig. Genl. Vols.
ERS,	PHILADELPHIA, PA., JANUARY 29, 1866 BIDS, in duplicate, will be received by the under-
ision	sisned, at No. 1103 GILABD street, up to 10 P. M., February 3d, 107 farmising the following Subsist-
sold.	ence Stores, to be delivered in this city, viz, :- 475 barre's floar, bakers' grade.
owed,	1000 gallons vinegar, in barre's, Samples required. Cooperage to be of best kind.
3m	Drayage to be performed by the Quartermaster's Department. C. L. KILBURN,
	1 29 5t Brevet Brigadier Gonsral, Purchasing Officer.
	SHIRTS, FURNISHING GOODS, &o
L.	J. W. SCOTT & CO.,
ET.	SHIRT MANUFACTURERS,
0.0	AND DEALERS IN
RS.	MEN'S FURNISHING GOODS,
- 2	No. 814 Chesnut Street,
	FOUR DOORS BELOW THE "CONTINENTAL," 8 26 lyrp PHILADELPHIA.
ET,	PATENT SHOULDER-SEAM SHIRT MANUFACTORY
	AND GENTLEMEN'S FURNISHING STORE. PERFECT FITTING SHIRTS AND DRAWERS made from measurements at very short police.
	A fl other articles of GENTLEMEN'S DRESS GOODS in full variety.
ND	8 24 1y Too CHEEN UT STREET
	J. C. PERKINS,
	LUMBER MEROHANT, Successor to R. Clark, Jr.,
N.	No. 324 CHRISTIAN STREET.
Chil-	Constantly on hand a large and varied assortmen of Building Lumber. 5 24 ly
y tha	DEAFNESS, BLINDNESS; AND CATARRH J. ISAACS, M. D., Processor of the Eye and Ear treats all diseases appertaining to the above members with the utmost success. Testimonia's from the most reliable sources in the offr can be seen at his office. No. 519 FINE Street. The Medical Faculty are invited to accompany their patients, as be has no secrets in his rated
nth.	TTHE STAMP AGENCY NO. 304 CHESNUT
othe)	AS HEBET, ABOVE THIBD, WILL BE CONTINUED AS HEBETOFORE. STAMPS OF EVERY DESCRIPTION CONSTANTLY ON HAND, AND N ANY AMOUNT. 11 13

for of the Light-house Board. 5t ANDREW A. HARWOOD, Secretary.	At 6 and 10 A. M., Ewansville, Pember
ERNMENT SALE OF SURPLUS MARD READ.	and 2 P. M. for Fre At 6 and 10 A. M., 12 M myra, Riverton, De
SUBSISTENCE OFFICE, U. S. A. No. 8 SOUTH GAY STREET.	myra, Elverton, De lington, Florence, I 5 P. M. lines run dir LINES FROM KEN
BALTIMORE, MG., January 81, 1865) d Froposals in auplicate will be received at	A2
ice daily, and opened at 12 o'clock M., on sdays and Saturdays during the mosth of	At 11-15 A. M., 4 30 an and Jersey City Ex At 12 E. M. (Night) vi
ry, for the purchase of surplus GOOD HARD D, on hand a: this depot	Express.
bread is in boxes of fifty (50) pounds each. bread offered under this advertisement has	¹ he \$45 P. M. Line excepted At 7 50 and 11 15 A. M IP Midnight. for BM At 7 A. M. 10 59. 3, 6, dale, Ho merbung, and Frankford, an Intermediate station bELVIDERE For the Delaware vania, and New Yorl Two through train Kensington bepot as
are ally and thoroughly inspected, each box	At 7 A. M., 1059, 3, 5,
been opened, examined and then re-coopered, box abowed replaced which did not come up	and Franktord, an intermediate Station
standard for issue to troops. No proposals d for less than twenty (20) boxes. Furchases	DELVIDERE For the Delaware
delivered on board of transports without e to the purchaser.	Two through train
ent required in Government funds on notifi- of acceptance of bid. Twenty days abowed	At 7:30 A. M. and 3:36
of acceptance of bid. Twenty days allowed sers to remove stores. Suconid navigation be during this time, the time so lost will not be	Dunkirk, Canandi Rochester, Bingh Bend, Montrose W
during this time, the time so lost will not be red. Proposals to be endorsed on the se, "Proposals for Hard Bread." and	Water Gap, Le vide ten, etc. The 3:30 I
ee, "Proposals for Hard Bread," and ed to THOMAS WILSON, Brevt, LtCol. and C. S. U. S. A.,	Train eaving East
26 Brevt. Brig. Genl. Vols.	At 5 P. M. for Lambe For New York, at
LADELPHIA, PA., JANUARY 29, 1866.	Bethlehem, etc. At 5 P. M. for Lambe For New York, at Depot, take the cars an hour before depar
s, in duplicate, will be received by the under- at No. 1103 GILAED street, up to 10 P. M.,	Sundays omnibuses w
ry 3d, for furnishing the following Subsist-	P. M. to connect will Fifty Founds of Ba
fores, to be delivered in this dity, viz, :	Passen, ers are prohi gage but their wearb pounds to be paid for
00 gallons vinegar, in barre's. bles required. Cooperage to be of best kind.	responsibility for bag will not be liable for
te to be performed by the Quartermaster's ment.	special contract. Tickets sold and b
C. L. KILBURN, Brevet Brigadier General,	Boston. Graham's Bacgage
t Purchasing Officer.	baggage at the Depo LINES FROM NE
RTS, FURNISHING GOODS, &o	At 12 M and 4 P. M., At 2 and 10 and 11 b
W. SCOTT & CO.,	Will leave 1 At 12 M and 4 P. M. At 7 and 10 and Hb, seo City and Kendi Fgom Pier No. 1 Nor Ambey and Camde At 12 M. 3 and 6 F Ambey and Camde Jan. 15, 1866.
	Amboy and Camde At 12 M. 3 and 6 P
SHIRT MANUFACTURERS,	Jan. 15. 1866.
AND DEALERS IN	PENNSYLVANI WINT
N'S FURNISHING GOODS,	The trains of the F
No. 814 Chesnut Street,	to and from this
JE DOORS BELOW THE "CONTINENTAL,"	every two minutes to the time of depart
lyrp PHILADELPHIA.	30 minutes for a trip. arrival of each Train. roads crossing Marke
TENT SHOULDER-SEAM	On Sundays-Cars at 645 P. M. to coun and at 1025 P. M. wi
HIRT MANUFACTORY	and at 10 25 P. M wi Mann's Baggage E
GENTLEMEN'S FURNISHING STORE.	Mann's Baggage E street. Parties desir have it done at reaso
FECT FITTING SHIRTS AND DRAWERS from measurement at very short notice.	TRAINS LEAVE A
ther articles of GENTLEMEN'S DRESS GOODS	Mail Train. Paoli Accommodatio
VARIETY. WINCHESTER & CO., 706 CHESNUT STREET	Fast Line
y 706 CHEENUT STREET	Harrisburg Accomm Lancaster Accommo
C. PERKINS,	Facil Train. No 2 Pi taburg and Erie M Philadelphia Expres
LUMBER MERCHANT,	Cincinnati Express.
Successor to R. Clark, Jr.,	Phone Paol Accommodation
No. 324 CHRISTIAN STREET.	Parkesburg Train Erie Express
stantly on hand a large and varied assortmen lding Lumber. 5 24 ly	Lancaster Train Fast Line
MANUAL OF PROPERTY AND	Paoli Accommodation Day Express.
AFNESS, BLINDNESS; AND CATARRH. J. ISAACS, M. D., Professor of the Eye and Ear all diseases apportaining to the above members the utmost success. Testimonia's from the most is sources in the offr can be seen at his office, No. NE Street. The Medical Faculty are invited to pany their patients, as he has no secrets in his to	Philadelphia Exp Eric Mail leaves d
the utmost success. Testimonia's from the most le sources in the offr can be seen at his office. No.	The Petinsylvania
NE Street. The Medical Faculty are invited to pany their patients, as he has no secrets in his	any risk for Revenue
to an an according to the others in	ilmit their responsi value. All Baygag will be at the risk of

11 13

will run daily. All others Sundays

L. 3, 3:30, 4:30, 5 and 6:45 P. M., and istol. Trenton, etc. and 5 P. M. or cornwells, Torris-Tacony, Wissinoming, Bridesburg d at 8 P. M for Holmesburg and DELAWARE RAILROAD, DELAWARE RAILROAD, Northern Pennsyl

Di La vallev, Northern Pennsyi-River Vallev, Northern Pennsyi-s state, and the Great Lakes, as daily (Sundays excepted) from

srtville and intermediate Stations.

ertville and intermediate Stations. Ind Way Lines leaving Kensington ion Fifth street above Wainut hai' riure The cars run into the Depot. h Train, run from the Depot. On will leave Wainut street whari at 6 the 645 P. M. line. agrage only allowed each Passenger. Hited from taking anything as bag-ing apparel. All baggage over fir-ig extra he Company lumit their gages to One Dollar per pound, and r any amount beyond \$100, except by aggage checked direct through to

Express will call for and deliver ts. Orders to be ler' at 3 Wainut st W YORK FOR PHILADELPHIA

rom foot of Cortland street via Jersey City and Camden. A. M., 6 P. M. and 12 Night, via Jer-

th river, at 6 A. M. and 2 P. M., via M. (Freight and Passenger), via

WILLIAM H. GATZMER, Agent.

IA CENTRAL RAILROAD ER ABRANGEMENT. Pennsylvania Central Rairoad leave 1 HIRTIE'I H and MARKET Streets THIRTIE'I H and MARKET Streets arket Street Passenger Rallway run Depot They leave Front street s, commencing one bour previous ture of each Train and allow about Their cars are in waiting on the and connections are made with all st street.

ei street. ieave Lievenib and Market streets nect with Pliisburg and Erie Mall. 1th Philadelphia Express. Express is located a. Ko.31 S. Elevenib ring Bargage taken to the trains can onable rate- upon application to him. ND ARRIVE. AT DEPOT, THUS :--ERAVE.

LEAVE. at 730 A. M.

1	Mail Train * 800 *
1	Mail Train. "1900 " Paoli Accommodation, No.1
	Fast Line 12 00 M.
	Parkesburg
- 1	Harrisburg Accommodation
	I INTORSTOP ACCOMMIDDIRGIOUSSISSISSISSISSISSISSISSISSISSISSISSISSI
7	Lancaster Accommodation
	AHEIVE AT 1-90 A M
. 3	Cincipnati Express at 130 A h
1	Phi adelphia Express
	Paoli Accommodation, No. Internet 4 9 2d 4
	Line LApressive to the second procession in 10 th P h
	Fasi Line. 110 1400 1400 1400 1400 1400 1400 1400
	Past Line
	Day hapress
	Harrisburg Accommodation
	Philadelphia Express leaves daily. Pittsburg an
	Erie Mail leaves daily (except Saturday). All othe
2	trains dally (excent Sunday).
3	trains daily (except Sunday). The Pennsylvania Bailroad Company will not assum
	any risk for Rageage except for Wearing Apparni, an
	timit their remonalidity to One Hundred Dollars

exceeding that amount in value the owner, unless taken by special

Contract. THOMAS H. PARKE, Ticket Agent at the Depot. An Emigrant Train runs daily (except Sanday). For fail information as to fare and accommodation, apply is FRANCIS FUNK. No. 137 Dock Street

THIRD Street, or BERES Street. BILLS CLARK. Agent FREIGHT LINES FOR NEW YORK AND a 1 the Stations on the CA MDEN and AMBOY and connecting Halroads Increased despatch. THE CAMP EN AND AMBOY RAILEROAD AND TRANSFOR ATION COMPANY FREIGHT LINER for New York will leave WALNUT Street What et 5 o'c'cek P. M., daiv (Sundays excepted). Treight must be delivered beiore 45 P. M., to be for-warded the same day. Returning, the above lanos will leave New York at 12 noon, and 4 and 8 P. M. Freight for Trenton. Princeton, Kingston New Bruns wick and ail points on the Camdon and Amboy Eath-road; also, on the Helvidere. Delaware, and Fieming-tion the New Jersey. the Freehold and Jamesburg, and the Burington and Mount Holy Rairoads, received and to warded up to 1 P. M. The Helvidere De aware Railroad connects at Phil-mission with helpoints on the Delaware. Buffalo, and western Railroad, forwarding to Synacuse, Buffalo, and western Railroad connects at Elizabeth with the New Jersey Rail road connects at Elizabeth with the Morris and Essex Railroad, and at Newark with the Morris and Essex Railroad, or recept will be priven. Increased facilities have been mands for the transportation of Live Stock. Drovers are invited to warder the FIELES N. Freight Agent. Marker PRESCAN, Freight Agent. Marker Marker Anderond.

WALT'S FREESAN, Fieldst Agent,
11 No. 226 K. DELAWARE Avenue Philadenphia.
PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD.
On and siter WEDNESDAT, November 1st, 1865, unsit Burcher Notice.
FOR GERMANTOWN.
Leave Philadelphia 6, 7, 8, 9, 10, 11, 12 A. M., 1, 2, 3:10, 20, 20, 44, 5, 55, 75, 9, 10, 11, 72 F. M.
Leave Germantown 6, 7, 75, 6, 5, 20, 9, 10, 11, 12 A. M., 1, 2, 3, 40, 6, 65, 7, 8, 9, 10, 11, 72 M.
Leave Germantown 6, 7, 75, 6, 5, 20, 9, 10, 11, 12 A. M., 1, 2, 3, 40, 6, 65, 7, 8, 9, 10, 11, 72 M.
Leave Germantown Benech.
ON SUN DAYS.
Leave Chiladelphia 9:10 A. M., 2, 7, 1034 P. M.
Leave Chiladelphia 9:10, 10, 12 A. M., 2, 3, 35, 55, 7, 9, and 11 P. M.
Leave Philadelphia 9:10, 11, 74 M., 2, 3, 35, 55, 7, 9, and 11 P. M.
Leave Chessut Hill 7:10 minutes A. M., 12, 40, 540, and 9:25 minutes P. M.
Leave Philadelphia 9:10 M. M., 2, 1046 A. M.
20, 540, 540, 640, 8:40, and 10:40 minutes P. M.
Leave Chessut Hill 7:10 minutes A. M., 12, 40, 540, and 9:25 minutes P. M.
Leave Philadelphia 5:10 minutes A. M., 12, 40, 540, and 9:25 minutes P. M.
Leave Philadelphia 5:25 minutes, 11:06 A. M., 18, 3.
A. S. 65, 8; 65 minutes, and 113 F. M.
Leave Philadelphia 5:25 minutes A. M., 14, 540, 540, and 9:25 minutes P. M.
Leave Philadelphia 5:25 minutes A. M., 14, 54, 5, and 9:25 minutes P. M.
Leave Constown 55, 7, 750, 9, 11 A. M., 15, 45, 6, and 8:P. M.
The 55 F. M. train will stop at School Lane Wisse-blekon Manayawak Sprinca Mill, actional Constown 55, 7, 750, 9, 11 A. M., 18, 45, 6, and 8:P. M.

B. P. M. train will stop at School Lane Wissa-hickon, Manayunk, Spring Mill, and Conshohocken only. ON SUNDAYS.
Leave Philadelphia 9 A. M., 2% and 7 P. M. Leave Norristown 7 A. M., and 8 P. M. FOB MANAYUNK Leave Philadelphia 8, 825 minutes, 11:05 A. M., 1%, 3, 45 5%, 6%, 8% and 115 P. M. Leave Manayunk 6%, 7%, 820, 9%, 11%, A. M., 2, 5, 6%, 8% P. M. ON SUNDAYS.

B.S. P. M.
 ON SUNDAYS.
 Leave Philadelphia 9 A. M., 2%, and 7 P. M.
 Leave Manayunk 7% A. M. 3%, and 8 P. M.
 W. S. WIL-OK, General Superintendent.
 Depot NINTH and GREEN Streets

<text><text><text><text><text><text><text><text><text><text><text><text><text><text><text><text><text><text><text><text>

10 2 4mbp ON HAND, AND N ANY AMOUNT.