THE FASHIONS.

idwinter Styles-The Empire Bonnet-Cloaks and Furs-Dress Goods - Modes - Evening Dresses-Head-Dresses.

The New Year came in, not royally, with flaming banners athwart the morning sky, but in the most lachrymose and dismal of moods; the estal First of January looking damp contempt in the gay drawing rooms and fleecy toilets displayed in its honor. The round of days since then has been hardly more cheerful. Grey skies and chilly rains, sharp sleet, and an occasional petulance of snow on the part of this eldest daughter of the year, have tempted to inglorious ease in the artificial summer of the drawingroom. The Amazons who walk every day, and defy the treacherous and immitigable horrors of our streets, come home, indeed, with chilly feet, and nozes blushing celestial-rosy red, but clate with the fine intoxication which deep draughts of oxygen induce.

Dear, wise virgins, who thus keep your lamp of health trimmed and burning, this daily outdoor season is excellent, even though your peripatetic school of philosophy be not of the highest, and you lounge down Broadway only to be seen and to meet the bodies comin' frae the Lown. Nature's romances are a great deal better Shan Mrs. Henry Wood's, and gathering new forces from the vital air a wiser occupation than making crochet slippers and vases called Decal-comanie. But why will you put Folly's cap on Wisdom's head, and take that uninviting prome-nade in purple and fine line, with rings on your

fingers and bells on your toes?

Does nobody read the Tribune, or is that prophet not without honor save in his own country? Line upon line, precept upon pre-cept, here a little, and there a little, have we sisted that the first law of good taste is fitness. Lacking that, silk of Shiraz seems but dull of bue, and diamonds lose their lustre. Of thirty women whom one shall meet on Broadway, to day, not one will be well dressed. The pearlcolored poplin, with its profuse trimmings, this with the blue of Heaven caught in its shining web, this gorgeous fabric wherein the nvisible spirit of wine sits imprisoned, these moire-antiques whose tender green is like the meadow-mosses, these countless robes of black, plainer only in color, and enhanced in cost, by garniture of jet, and steel, and velvet-why, these are toilets for Compeigne, or Sandringham House.

Oh! Mesdames, you make the artistic heart ache! While we experience a January thaw, what do you with your best apparel on? point triumphantly to the pretty lestoons of your drapery and the gay peticoat. But a passing omnibus will splatter you, and a Celtic handmaid, dragging foul skirts, brushes by you, leaving a fatal stain upon your shining robes, and the melting snow above the caves drops alike on the just and on the unjust. Then you go home in an omnibus, your dainty skirts sweeping against the vile steps, and resting, perchance, on the unworthy knees of an itinerant vender of old clothes, whose ten cents entitle him to the same consideration at the hands of the tage company with yourselves, or President Johnson. If the streets be not wet, they are dusty; for New York has no knowledge of that nautical experience described as "between wind and water." Then the impalpable a oms ground the pavements by ponderous wheels fill the air, silt into your dresses, and cannot be

Excellent daughters of the Republic, the wealth of Crasus would not acquit you of this rulgar waste. You may afford to dissolve pearls for your wine cup, but if you do it, you are vandals; and you may afford to destroy your ward-robe for a whim, but if you do it while barefooted babies sweep the snowy crossings, and implore you for the penny you find it too much trouble bestow, you win a shining rank among that large and lovable class of our fellow-beings

For the street, and especially such streets, and in such a climate as ours, plain, serviceable fabrics of wool are the only wear. They are so pretty, now, as to satisfy taste as well as good sense. Stout water-proof—the heavy French linsey, rich Empress cloth, and Lupin's merinoes, falling in folds whose grace is inimitable, are the best materials, and all for the excellent service they render, are economical in the end, though costly at first. The French ladies, tired or pins, which tear the dress, and strings which untie, or are never in the right place, and pages which wrinkle and injure the skirt, and all other known means of elevating their drapery, have abandoned all alike, and substitute a dis-tinct dress for outdoor wear, whose festoons and sashes are sewed on the petticoat, and can by no chance be disarranged.

The objection of the expense involved in the additional dress, which is tit only for walking, is partly set aside by the consideration that the skirt is so short and narrow as to require but little material, and partly by the fact that its patient merit takes all the spurus of the unsection of the unsection. worthy streets, to the great gain of costlier apparel. The petticoat, not quite four yards round, falls to the ankles. The dress, of the same width, is looped at least six inches above the nem of the petticoat. The cost of the suit, in wide material, would, therefore, be but triffing, and the saving of time, and trouble, and temper, involved in the daily testooning of xoluminous folds on a base not half wide enough to receive them, a relief for which the sex will be createful.

While the French Court wore its customary suits of solemn black in memory of the buried Majesty of Belgian, the walking dress of the ladies was black poplin, festoon-d over short petticoats of the same sombre fabric, whose folds no crinoline expanded. Whether this tenuity was but a freak which the iantastic melancholy of the moment prompted, or whether it is another of the laint and lar-off prophecies of the banishment of hoops, which have so long floated in the fashionable air, no oracle can tell. The highest London authority pronounces only narrow and plain skirts "distinguished," but, in the same breath, "from the body of contraction, plucks the very soul," by announcing that this change certainly began in London and not in Paris, Moreover, the wide gored dresses are more popular than ever, the costliest materials being made thus. And it is said that the lovely Empress grows stout, and will not relinquish the arbitrary booo, which, if it does not improve ugly figures, at least forbids beautiful ones to assert their superiority.
With the short dresses the question of booting

becomes important. In the street, plain black kid boots, buttoned or laced above the ankie, are the proper attire for the feet. Nothing is more unbecoming, or unit, than the large rosette so often seen on them, which makes the foot look broader, becomes trayed and draggled, and has rightful place only on a slipper, where it covers the sharp juncture of the shoe with the stocking. For full dress, boots of the exact shade of the robe, slippers of white or black kid, or ratin, or of bronze, and white satin gaiters of a new design are worn. The latter have, with the trim compactness of a boot, the appearance of a slipper, which is so universally unbecoming. By a quilling of ribbon, and an ingenious arrangement of clocked silk over a rose-colored lining, the shape of the slipper and the tint of the silken-bosed and dainty foot are secured. For \$20, and the contingency of a possible pinching, from which the flesh would shrink were it not upborne by the triumphant spirit, any dancing belle may see

"Her feet beneath her petticoat, Like little mice steal in and out, As if they teared the nght." It is rumored that the

EMPIRE BONNET

less shapes still hold a place in evening dress, A very unly medification of the Empire, with Marie Stuart point, brim rolled at the ears and with crown like a quart pot, is seen in the windows and very rately in the street. It is said that there remains in ambush, ready to be loored upon a groaning world, a new device of the milliners, called the Phrygian. This enor-mity resembles in front the caps worn by the Irish ladies who dispense apples and ginger-bread nuts amid the silvery silences of Park row, and, at the back, the helmet which Hamlet doffs to the vindictive shade. The crown, made very high, is surmounted by a bunch of flowers, above which shimmer airy puffs of gauze, from whose dizzy elevation two long streamers fall, like Luctier, never to rise again.

The effect of this extraordinary structure is mildly described as "rather trying to the lace." Bonnets are smaller than ever; "gay motes that people the sunbeams;" a costly concession to that prejudice of society which demands that the head be covered out of doors. A lace handkerchief would be equally serviceable and much prettier. Peacock's feathers, tipped with gold, bullion tringe gold, and silver cords, cameo antiques linked with gold, imitation pearls, and other grotesque horrors, d'afigure these atomies, and reconcile us to their diminutes atomies, and reconcile us to their diminutes atomies. tive size. This season witnesses the apotheosis of the bizarre and pretentious. It is the result, perhaps, of our teverish life and sudden wealth, and of the untaught desire for beautiful costumes and surroundings, which seeks in novelty what it can find only in fitness and ele-

CLOAKS and other outdoor garments present no novelties. The coachman's cloak, with two or three round capes, is somewhat worn, and is serviceable, as the capes can be detached, and the garments thus adapted to variable weather. The Paletot is still the favorite style. For neglige and in heavy materials the French sacque is the preferable shape, because it not only is, but seems so easily adjusted and convenient. A close-litting garment, with small sleves, requires time and care to arrange properly, and therefore belongs only to an elaborate foilette. Operacloaks are made in colors, and almost univer-sally dispense with the pretty and venerable hood, displaying in its place long sashes of rich ribbon, or pointed folds of the material edged with white Yak fringe, or a broad aproa orna mented with satin folds, and a fall of fringe with silver pendants, looking at night like a shimmer of dewdrops. PURS

have become so expensive that, possibly by reason of their costliness, sable and mink mulls are superseded by those of astrakhan, of velvet, trimmed to match the walking suit, and, in mourning, of crepe, bombazine and crocheted worsted, black, white, and purple. Some of these are exceedingly pretty, and as they can be made at home, might be a charming economy. They are greatly preferable to the coaser furs, because they are genuine, not pretending to be because they are genuine, not pretending to be better than they are. The dark furs command so factitious a price, that ermine, long accounted the royal wear, can be bought for very much less than a good set of mink. Its delicacy, how ever, makes it useless except for a full toilette, and it is not a wise purchase unless one has serviceable suit of mink or sable. Ermine, with neglige attire, is like diamonds on ungloved hands, or bracelets at breakfast. There will be no new materials in

DRESS GOODS until the delicate-footed Spring ordains a flush of primrose color, pink, and blue, and emerald, m dainty prints and muslins, behind the plateglass of the Broadway windows. The shop-keepers, ignoring those fine instincts of our fallen natures which induce us to desire the loveliest fabrics at the most reasonable prices, express their avarice in such frightful numerals as forbids all but prodigals to buy. A silk at less than \$3 a yard is hardly worth the added expense of making, and modest merit feels that those shining robes at £6 are not at a 1 too good for it. But if we send money to France in this reckless fashion, it needs no ghost come from the grave to tell us that the national poor-house will be the impecunious result of our republican experiment. In Paris, Monsieur Dupin, Procureur General, from his place in the Senate, denounces "the unbridled luxury of women." It is plain to see, he thinks, that both manners

and morals are becoming corrupted.

The aristocratic world vies with the deminonde in the passion for tasteless and bizarre displays. Private fortunes cannot demand upon them, and genteel swindling sup-plies their lack. Family life becomes impossiole, and the parental relation is but a name And he implores rich and reputable matrons to form leagues, in the name of Sweet Simplicity, and save the ration from disgraceful bankruptcy of money and morals. Yet France is not wasted by a four years' war—is not exporting gold for luxuries which they cannot afford—does not look abroad for fabries which she can make as cheaply, it not as daintily at home. At a breakfast recently given at Compelane to a dis-tinguished American, it is said that the Empress. cliher as a pretty whim, or in compliment to the simplicity of American ideas—alas! not of American usage—wore a plain dress of linseywoolsey, with linen collar and cutts. It is fur-ther asserted that, whether a convert to the bere asserted that, whether a convert to the fierce Dupin, or driven to severity as the only bulwark of exclusiveness, the beautiful Eugenie ordains the most rigid simplicity in her artistic toilette. Dear Democrats, who follow Royalty through so many devious ways, do take this phenomenal straight-path, and find it Wisdom's chief thoroughfare. In

MODES there is infinite variety. The old fashion of dresses in two colors is revived. A robe of black silk is looped up on one or both sides with a rich array of cords and tassels, to display a simulated petticoat of blue or green or crimson silk. The head-dress of bandlets, and a bright bow at the throat, match this lower skirt in hue. A costly green silk has an over-dress of black falling below the knee, and looped with sashes of green. A closely fitting waistcoat of green and a jainty black open jacket complete the costume. These robes are not tastelul, judged by the highest laws of dress, because they make patches of celor, insist on rigid outlines where Nature indicates none, and allow no flowing folds from girdle to hem. But they have that indescribable air which women call style, and two old dresses can easily be made into a fresh

and attractive new one. Flounces, except on thin dresses for evening wear, are scarcely seen. The most elegant kirts are very long, and entirely plain. Heavy cord is still sewed around the bottom, and sometimes makes a pattern of shamrock leaves where the breadths join. Round waist with belt, and costly buckles of fanciful workmanship, are fashionable. able. Basques of various shapes, slashed bat tlemerted, and pointed, and launty lackets of velvet, silk, cashucce, and white alpaca, trimmed with thread face, are much worn. The sleeves,

in all cases, are very small.

When the fashions of the Empire perish, it is run orea that in the Egyptian costume the Court will cry "the King is dead, long live the King." Exactly what that mode may be, an appalled imagination refuses to surmise. But one fancies that the present crinoline, which is a transcript of the Pyramids, must be an integral part. Trim-mings stamped in the hieroglyphics, triangular buttons, and wide, flat ornaments of gold, are faintly foretold. Will the fair Eugenie, in her new attire, float down the Seine in a shining barge which burns on the water, and so supply the harmonious background for the gorgeous costume which belongs only to an indolent and luxurious age and a tropical clime? Otherwise, there is no element of congruity between it and our own time, and any part of it introduced among us will be a ridiculous and tawdry sham,

EVENING DRESSES display new and pretty fancies. The berthe, time-honored and costly, gives place to a float-ing scarf of table, or classic Grecian folds. The uely peaks, whose longevity threatened to become immortality, have suddenly vanished, and round wants only, with the charming and in-numerable variations of the Swiss bodice, are deviqueur. Thin dresses are very fash onable. has had its brief day. It is so rigid and so unbecoming that it has no claim on tashionable
regard beyond that of a "little brief authority!"
In Parts, the Fanchon, and half-square crown

modistes and ladies' maids experience in making the petticoats of cambric and muslin fall in artistic folds beneath the filmy veil, Tarletanes are puffed to the waist, and a tunic

of some thick, pale silk often enriches the suowy robe. Many women, innately luxurious, or fond of display, always select silkon attire for ball or party. It is noticeable this winter, however, that the highest fashion insists on a thin white corrage, even with these regal skirts—a decree as sensible as artistic; for the dust of the ball-acom settles on the shoulders, and the bair is too apt to soil the high, close whist, or perspiration to ruin the sleeves. The white bodies are tucked, puffed, or plain, and ornamented with ribbon and lace, in the form of a berthe, when high, and gathered in folus when low. The sleeves are very small, with needle-work or lace outs When the corrage is low, no sleeves are worn, loops of ribbon finishing the waist at the shouller. Sashes of silk, or broad ribbon, in long bows at the side, or behind, fall from the Swiss

READ-DRESSES are various. The hair, generally worn in the coil of the Empire behind, is so frizzed, carled, puffed, and waved in front, as to afford little room for improvement. The bandlets still re-main in favor. Bright ribbons are passed through and through the hair, and fastened without flowing ends. Flowers and feathers are worn in the ball-room, but less universally than in former years. Chains, cameos, and gilded futterflies alight on sprays of lace, are seen; and the heavy braid in coronet form appears on heads where it is beautiful, and on heads which it deforms. The manner of arranging the hair nust always be a matter of individual concern. There are no canons, because the character of the face and the shape of the head are the absolute authority, from which there is no appeal. We may conceal nature's outlines where they seem faulty, but we cannot violate them without

Finally, the fashions, which are distinctively new, arc. with a few shining exceptions, dis-tinctively bad. Dear ladies who read the *Tribrae*, and are therefore wiser than your sex, a month hence we shall ring again at your door-bell and drink skal with you in your morning coffee. Till then, most noble friends, think upon this:—No novelty is worth the buying which is not in itself beautiful, nor is any beautiful thing to be discarded because its tashion is no longer new.
Giving heed to this golden rule of costume, your wardrobe will become not only excellent, but economical; and if not clad in the court dress of Fashion, you will at least go draped in the seemliness of Wisdom.—N. Y. Tribune.

SHIRTS, FURNISHING GOODS, &c J. W. SCOTT & CO. SHIRT MANUFACTURERS.

AND DEALERS IN MEN'S FURNISHING GOODS, No. 814 Chesnut Street.

FOUR DOORS BELOW THE "CONTINENTAL," PHILADELPHIA.

PATENT SHOULDER-SEAM SHIRT MANUFACTORY AND GENTLEMEN'S FURNISHING STORE. PERFECT FITTING SHIRTS AND DRAWERS made from measurement at very short notice.
All other articles of GENTLEMEN'S DRESS GOODS in full variety.

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OLD WORK REGILT EQUAL TO NEW. 11 64m

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Portemonnaies, Pocket Books, Purses, Travelling Bags,
Satchels, Dressing Cases Ladies, Companions, Writing
Desks, Portiolos, Work Boxes, Jewel Boxes, Photograph Albums, Opera Garson, Field Glasses. Spectacles
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WILEY & BROTHER IMPORTERS AND DEALERS IN HAVANA CIGARS AND METRICHAUM PIPES, N. W. Cor. EIGHTH and WALNUT Streets. We offer the finest Havana Cigars at prices from 20 to 20 per cent, below the regular rates.
Also, the celebrated SMOKING TOBACCO, which is far superior to any yet brought before the

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115 3m WILLIAM S. GRANT,
COMMISSION MEECHANT.
No. 33 S. DELAWAR & Avenue, Philadelphia,
AGENT FOR
Dupent's Gunpowder, Befned Nitre, Charcoal, Etc.
W. Baker & Co.'s Chidcolate, Cocow, and Broma.
Crocker Bros. & Co.'s Yellow Metal Sheathing, Bolts
and Nails. PROPOSALS.

REASURY DEPARTMENT, OFFICE LIGHT-HGUSE HOARD.

Washington City, January 6, 1866.
Scaled Proposals will be received at this office until 1 o'cock P M., on FRIDAY, the 9th day of February, 1866, for supplying the Light-house Estachshment with sixty thousand rations of the best quality pure Winter Strained Oil, either Lard or Sperm, to be divised into four lots, and rote delivered at the times undermentsoned, 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, tron-boand, we limade clasks, initable for shipping in good order, of a capacity cach of from fifty to eighty gallous—not to exceed the latter. The O.1 may be delivered at Boston of New York, at the option of the bidders. The place of delivery in each case roust be distinct y stated in the bids, and will be embraced in the contracts. the contracts.

The four lots will be delivered as follows, viz.:—

The four iols will be delivered as follows, viz.:—
Lot No. 1.—Fifteen thousand (15,000) gallons on
the 20 day of April, 1866, or as soon thereafter as the
proper tests and gauging can be completed.
Lot No. 2.—Fifteen 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
1st day of June, 1866, or as soon thereafter as the proper tests and gauging can be completed.
Lot No. 4.—Fifteen thousand (15,000) gallons on
the 1st day of August, 1866, or as soon thereafter as
the proper tests and gauging can be completed.
Separate proposals will be received as the same
time for 5000 gallons of Colza or Lard Oil, to be delivered as above supulated, at Detroit, Michigan, on
the 1st day of May, 1866
No bid will be considered unless from a manufacterer of the article.

No part of the Oil proposed for and to be embraced in the contracts under this advertisance makes

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 persons 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

S rained Oil and free from mixture with other or interior oils and adulterations.

The usual means for determining the character and quality of the Sperm Oi will be employed, viz :-specific gravity, burning, the amount of residuan, and any other proper tests to arrive at correct conclusions that may be deemed necessary.

The Lard Oil 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, of which a sample will be furmished on application to the Light-house Engineer at Boston, Massachusetts.

The casks must be guaged, under the direction and personal supervision of the Inspecting Officer, by a

personal supervision of the Inspecting Officer, by a personal supervision of the Inspecting Officer, b. a custom house or other legally authorized and sworn gauger, according to the United States standard, and must be marked and accepted before they are removed from the cellar or warehouse of the contractor. The tem-crature of the Oil will be accorate y noted, and the measurements reduced to the standard temperature of 60 deg. Fahrenheit, by tables pre-

parcu for the purpose.

1 roposals will be received and considered for each Proposals will be received and considered for each lot 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 lot, to be delivered at one time and place. Each bid must state explicitly, written out in full, the kind of oil offered, whether Sperm, Lard, or Colza, the rate per gallon, the number of the lot or lots bid for, and the place of delivery, conforming to this advertisement.

Bids subnitted by different members of the same firm or copartnership will not be considered.

The Light-house Board, under the authority of the Department, reserves the right to reject any bid, as

Department, reserves the right to reject any bid, as-though it may be the lowest, for other considera-No bid will be considered for any other kind or description or 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-citioned for the faithful performance of the contract, o be executed within ten days after the acceptance Each offer must be accompanied by a written guar-

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 cerufied 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 fail 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 next lowest bidder. All blos must be scaled and endorsed 'Proposals for oil for Light-houses," and then placed in another envelope, as a directed, prepaid, to the Secretary of the Light-house Board. Washington City.

All blos will be opened, publicly, at the hour and All bids will be opened, publicly, at the hour and

on the day specified.

Payments will be made for the several lots of oil within thirty days after they shall have been rewithin thirty days after they shall have been re-1 11 25t ANDREW A. HARWOOD, Secretary.

GOVERNMENT SALE OF SURPLUS HARD

GOVERNMENT SALE OF SURPLUS HARD
NO 8 SOUTH (1AY STREET.
BALTIMORE, MG., January 31, 1865)
Scaled Troposals in duplicate will be received at this office daily and opened at 12 o'clock M., on Wednesdays and Saturdays during the mooth of February, for the purchase of surplus 6 00D HARD BREAD, on band at this depot.
The bread is in boxes of fifty (50) pounds each. All the bread offered under this advertisement has been carefully and thoroughly inspected, each box having been opened, examined and then re-coopered, and no box allowed replaced which did not come up to the standard for issue ito troops. No proposals received for less than twenty (20) boxes. Furchases will be delivered on board of transports without expense to the purchaser.

Fayment required in Government funds on notification of acceptance of bid. Twenty days allowed

cation of acceptance of bid. Twenty days allowed purchasers to remove stores. Should navigation be closed during this time, the time so lost will not be d. Proposals to be endorsed on the "Proposals for Hard Bread." and THOMAS WILSON,
Brevt. Lt.-Col. and C. S. U. S. A.,
Brevt. Brig. Genl. Vols, considered. 1 31 2 26

COAL.

COAL! COAL!!

BEST QUALITIES OF COAL

AT LOWEST MARKET RATES, AT

ALTER'S COALYARD.

NINTH STREET.

BELOW CIRARD AVENUE. BRANCH OFFICE CORNER OF SIXTH AND 21 SPRING GARDEN STREETS.

JAMES O'BRIEN. DEALER IN LEHIGH AND SCHUYLKILL

COAL, BY THE CARGO OR SINGLE TON. Yard, Broad Street, below Fitzwater.

Has constantly on hand a competent supply of the above superior Coal, suitable for family use, to which he calls the attention of his friends and the public generally.

Orders left at No. 205 S. Fifth street, No. 32 S. Seventegath street, or through Despatch or Post Office, promptly attended to

A SUPERIOR QUALITY OF BLACKSMITHS COAL.

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

RAILROAD LINES.

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FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE SCHUYLKILL.

SUSQUEHANNA CUMBERLAND.

AND WYOMING VALLEYS.

AND NORTH, NORTHWEST, AND THE CASADAS.

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LERVING THE COMPAN'S DEPOT. AT THIRT-RN'S and ALLOWHILA, Streets. Philadelphia at the oliowing hours.

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At 8-69 A. M. or Reading Lebanon Harisburg, Pottsville, iPinegrove, Tamaqua Eurobury, Williamsport, Espita Rochester Bingara Falls Bufalo Allentowe, Wilkenbarre, Pittston, York, Carliste, Thambersbury Haperstown etc. etc.

This rain connects at READING with the East Pon cylvania Railreed thairs for Allensown, e.c.; and withe Lebanon Valley train for Harrisburg etc.; PORI CLIATION with Catawissa Railread trains Williamsport, Lock Hayen, Fimila, etc.; at HAB Ribe R. Row, Killiamsport, Cambersand Valley and Schuylkiii and Sosquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pine grove, etc.

AFTERNOON EXPRESS

umberland, Williamsport, York, Chambersburg, Pine grove, etc.

AFTERNOON EXPERSS
Leaves Philadelphia at 3 30 P. M., for Reading, Pottaville, H-rrisburg, etc., connecting with Reading and Columbia Railrond train for Columbia etc. and with Catawissa Railrond train for Mition. Williamsport Eimira, Bufalo, etc.

READING ACCOMMODATION.

Leaves Reading at 5 30 A. M., stopping at all way stations, arrives in Philadelphia at 9 35 A. M.

Refurming, leaves Phi adolphia at 9 35 A. M.

Refurming, leaves Phi adolphia at 4 30 P. M. arrives in Beading at 7 39 P. M.

Trains for Philadelphia cave Harrisburg at 7 35 A. M., and Pottsville at 8 30 A. M., arriving at Philadelphia at 7 35 P. M.

Harrisburg Accommodation leaves Reading at 7 35 A.

M. and Fottsville at 2 35 P. M., arriving at Philadelphia at 2 48 noon for Reading and all way stations leaves Reading a 1 30 A. M., and Downington at 1 2 35 P. D. C. Ph. adelphia and all way stations leaves Reading a 1 30 A. M., and Philadelphia at 3 15 P. M.

All the above trains ran daily Syndays excepted. Sunday trains leave Pottsville at 8 90 A. M., and Philadelphia at 3 15 P. M.

CHESTER VALLEY RAILROAD.

Passengers for Downingtown and inform Philadelphia. refurning from Downington at 7 165 A. M. and 2 30 Noon.

NEW YORE EXPRESS FOR PITTSBURG AND TER

NEW YORK EXPRESS FOR PITTABURG AND THE

NEW YORK EXPRESS FOR PITTABURG AND TEX WEST
Leaves New York at 9'40 a. M. and 8'40 P. M., passing
Reading at 10 a. M., and 1'45 P. M. connecting at
Harrischurg with Fennsylvania and Northern Central
Relicent Papress Trains for Pittaburg, I bleago Wiliamsport Einira, Baltimore, etc.
Re urang, Express Train leaves Harrisburg on arrival
o Fennsylvania Express from Vittaburg, a. 5 and 9'6
A. M. passing Reading at 4'49 and 10'52 A, M., arrivang
at New York at 10 a. M. and 2'45 P. M. Sleeping Car
accompany by these trains throng retween Jersey City
and Pittaburg without charge
Mail Train for New York leaves Harrisburg at 1 &
P. M. Mail Train for Harrisburg leaves New York at 1;
Noon.

P. M. Mail Train for Harrisburg leaves New York at 1; Noon.

S. HUYLKILL VALLEY RAILROAD.

Trains leave Pottsvi le at 6.45 and 11.90 A. M., and 7.1
P. M., returning from Tamaque at 7.35 A. M. and 1.40 and 4.5 P. M.

S. HUYLKILL AND SUSQUEHANNA RAILROAD.

Trains leave Auburn at 7.35 A. M. for Pinegrove and Harrisburg and at 1.50 P. M., for Pinegrove and Tremont; returning rom Harrisburg at 4.50 P. M., and from Trement at 7.00 A. M. and 6.00 P. M., and from Trement at 7.00 A. M. and 6.00 P. M., and from Trement at 7.00 A. M. and 6.00 P. M. and west and Canadas.

The culph first class thekens and emigrant tickets to all the principal points in the North and West and Canadas.

The tollowing tickets are cottained only at the Office of S. Mradford, Treasurer, No. 227 S. Fourth's reet Philadelphia, or of G. A. Nicolis, teneral Superintendent Reading.

COMMUTATION TICKETS.

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

MILEAGE TICKETS.

Cood for 2000 miles, between all points, at \$52'50 each for families and firms

SEASON TICKETS.

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

CLI-EGYMEN

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

From Phi adelphia to principal stations, good for Saturday, Sunday and Monday at reduced fare, to be had only at the Ticket Office at Thirteenth and Callow-bill streets.

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 5:63 f. M. for Reading Lebench Harrisourg Pottsville. Per Clinton, and all points becond.

Close at the Philadelphia Post office for all places on the read and its branches at 5 A. M. and for all principal Stations only at 2:15 P. M.

LOR NEW YORK,-THE CAMDEN AND Am boy and Philadelphia and Trenton Railroad Company's lines
FROM PHILADELPHIA TO NEW YORK
and way places, from Walnut street whar, will leave as follows viz.:—
At 6 A. M., via Camden and Amboy Accommodation.

At 8 A. M., via Camden and Jersey City Express. 306
At 2 P. M. via Camden and Jersey City Express. 225
At 12 M. via Camden and Ambov Express. 225
At 12 M. (noon) and 8 P. M. via Camden and Amboy Accommodation (Freight and Passenger). 225
At 6 and 11 30 P. M. via Camden and Amboy Accommodation (Freight and Passenger), 1st class ticket.

commodation (Freight and Passenger), 1st class ticket.

20 (ass Ticket. 150
At 6 and 10 A. M. 2 and 5 P. M., for Mount Holly.
Ewansvil c, Prinberton and Vincentown; at 6 A. M., and 2 P. M., for Freehold.
At 6 and 10 A. M., 12 M., 32, 5 6 and 11:30 P. M., for Paintyra, Elverton, Delanco, Beverly, Edgewater Burlington Florence, Bordentown etc., The 1c A. M. and 5 P. M., for an direct through to Trenton
Lines from Kessington before Will Leave
At 11:15 A. M., 4:30 and 6:45 P. M., via Kensington and Jersey City Exp. 623
At 12 P. M. (Night) via Kensington and Jorsey City
Express. Express. 2-2s be e-45 P. M. Limo will run daily. All others Sundays

Targess.

The e45 P. M. Line will run delly. All others Sundays excepted
At 750 and 11.15 A. M. 3, 350.450, 5 and 645 P. M., and
12 Midnight, for Bristel Trepton etc.
At 7 A. M., 1950.3, 5 and 5 P. M., for ornwells, Torrisdale, ho meshing. Is ony. Vissinoming. Bridesburg and Frankford, and at 8 P. M. for Homesburg and intermediate Finions

Lelvildere Delaware River Valov, Northern Pennsylvania, and New York Sta. c, and the Great Lakes.

Two through trains daily (Sundays excepted) from Kensington Depot as follows:
At 730 A. M. and 350 P. M.

Lenes From New York for Philadelphia.

Will leave from foot of Corfland street.
At 12 M. and 4 P. M., via Jersey (lity and Chanden.
At 7 and 10 and 11% A. M., 6 P. M. and 12 Night, via Jersey City and Kensington.

From Fier No. 1 North river, at 6 A. M. and 2 P. M., via Amboy and Camden.
At 12 M. 3 and 6 P. M. (Freight and Passenger), via Amboy and Camden.

At 12 M. 3 and 6 P. M. (Freight and Passenger), via Amboy and Camden.

Annov and Camden.

Jan. 15, 1868. WILLIAM H. GATZMER. Agent. WEST JERSEY RAILROAD LINES,—
From toot of MARKET Street (Upper Ferry)
Daily, except Sundays
FALL AND WINTER ABRANGEMENT,
Commencing WEDNESDAY, November 15, 1865.
For Bridgeton, Salem, and at 9th tons on West Jersey
and Salem Railroads, at 9A, M and 250 P. M.
For Millville and all intermediate Stations, at 9A, M
and 33. M.
For Cape May and intermediate Stations at 9.

Fo. Miliville and all intermediate Stations, at 9 A. M. and 3 1. M.

For Cape May and intermediate Stations at 9 A. M. to Miliville, contecting with Freicht Train Passenger Catattached for Cape May, due 3:45 P. M., and 3 F. M., through Passenger oue 8 P. M.

For Chasaboro and intermediate Stations, at 9 A. M., and 3:30 P. M.

For Woodbury, Gloucester, etc., at 9 A. M., 3, 3:50 and 5:30 P. M.

Freight train will leave Phi adelphia, from Sandford's wharf, at 10 A. M., and Canaden at 12 M.

THE WEST JERSEY EXPRES COMPANY will attend to all the usual branches of express business, receive, deliver, and forward through other responsible Express Companies, to all parts of the country, any article intrusted to them.

A Special Messenger accompanies each through train Office, No. 6 Wanut street.

1865 -PHILADELPHIA AND ERIE This great line traverses the vorthern and Northwest commiss of Pennsylvania to the city of Erie, on Lake Rie. It has been lessed and it is operated by the Pennsylvania (Ormany)

counties of Pennsylvania to the city of Eric, on Lake Elie. It has been leased and it is operated by the Pennsylvania Railread Company.

TIME OF PASSENGLETHAINS AT PHILADELPHIA Arrive Eastward—site Mail Train 100 P. M.

Leave Westward—site Mail Train, 730 P. M.

Eric Express Train, 730 A. M.

Passenger cars fun through on the Eric Mail and Express Trains without enable, both ways, between Philadelphia and Eric.

New YORK CONNECTION.

Leave New York at 600 P. M., arrive at New York 115 P. M.

No change of cars between Elie and New York.

Elegant Eleoping Cais on all Night Trains.

For intermation respecting passenger business, apply at THETTIETH and MARKET Streets, Philadelphia.

And forf freight business of the Company's lagents—8. B. Kingston, Jr., corner THERTEETH and MARKET Streets, Philadelphia; J. W. Reynolds, Eric; William Brown, Agent, N. C. & Baitmore.

H. H. HOUNTON, General Freight Agent, Philadelphia, H. W. GWINNER, General Ticket Agent, Philadelphia, J.O., P. OTTS General Manager, Williamsport.

ALF RED L. TYLER, General Superintendent.

C. PERKINS, LUMBER MERCHANT, Successor to R. Clark, Jr.,

No. 324 CHRISTIAN STREET. Constantly on hand a large and varied assortmen of Building Lumber. 5 24 ly 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
relial is sources in the oly can be seen at his office. No.
519 FINE Street. The Medical Faculty are invited to
accompany their patients, as he has no secrets in his
ractice. RAILROAD LINES.

PHILADELPHIA, WILMINGTON, AND BAL.
TIMORE RAILROAD.
TIMORE RAILROAD.
TIMORE RAILROAD.
TIMORE TABLIA-Commercing MONDAY January 8.
1836.—Trains will leave Depot, corner of BROAD Street and WASHINGTON Avenue, as follows:

Rapress train at 465 a. M. (Nondays excepted), for Baltimore and Washington supping at Wilmington, Bayrolle. Havro-de-Grace Aberdeen, Ferryman's, Bayrolle and Stemmer's Run

De aware Rel'road Train at 815 A. M. (Sunday excepted), for Baltimore stopping at Chester, Thurlow Linwood, Claymont, and all regular stations between Wilmington and Baltimore stopping at Chester, Thurlow Linwood, Claymont, and all regular stations between Wilmington and Baltimore and Washington, Stopping at Chester Claymont, Wilmington, Newark, Ekiton North-east Perryville, Havre of Grace, Aberdeen, Perryman's, Masholis and Stemmier's Rus.

Night Express at 11-15 P. M. for Baltimore and Washington, stopping at Chester Claymont, Wilmington, Newark, Elkion, North East, Purryville and Havre de-Grace.

Pessencers by Beat trom Baltimore for Fortress Monros, Norfolk, City Point and Bichimend will take the \$15 M. M. Train.

As an additional accommodation for thems holding Through Tickets for Baltimore. Washington and coult-crop points, a Special Car will Seave the Philadelphia and Wilmington.

Wilmington, a Special Car will Seave the Philadelphia and Wilmington.

Leave Philadelphia at \$15 and 13-16 A. M., and 3.56, 500, and 7.60 P. M. Trains donnets with Depot at 11-38 A. S., connecting at Gray's Ferry with the Morrhag 2 Spros 8 Train from New York.

WILMI-GTON SCCOM's OD 1710N TRAINS

Stopping at all Stations between Philadelphia and Wilmington.

Leave Philadelphia at \$15 and 13-16 A. M., and 3.56, 500, and 7.60 P. M. The 3.39 P. M. train connects with Delaware Railroad for Milying and ministermediate stations.

Leave Chester at \$20, 838, and 10-14 L. M., and 12-28, 245, 56 15-44 and 10-22 P. M.

FROM FALITIMORY TO PHILADELPHIA.

Leave Chester at \$20, 838, and 10-14 L. M., and 12-28, 245, 56 15-44 and 10-22 P. M.

Express Train at

Express Train at 405 a. M. or Baltimore and Wash-beton, stopping at Winnington, Perry He. Havre-de-Grace, Aberdeen, Perryman's, Magno Ia, and Stommor's Grace. Aberdeen, Perryman's, Magno la, and Stemmer's Run.

Night Express II 15 P. M., for Battimore and Washington, stepping at Chester Thur ow I inwood, Claymont, Wilmington Newark Elkton, Northeast, Perryville, and Havre-de-Grace.

A special train will cave Philadelphia for Wilmington for intermediate statums a S. P. M., stopping at Havre-de-Grace, Perryville, and Wilmington. Also stops at Elkton and Newark (to take passengers for Philadelphia and leave passengers from Washington or Baltimore and Chester to leave passengers from Baltimore or Washington.

Frie Express at 736 A.M.

Mail Train 800 1 1000 1 1

contract
THOMAS H. PARKE Ticket Agent at the Depot.
An Emigrant fram runs daily (except Sunday). For fall information as to fare and accommodation apply to FRANCIS FUNK No. 137 Dock Street FRANCIS FUNK No. 137 Dock Street NORTH PENNSYLVANIA RAILROAD,—
Depot, THIRD Street above Thompson.
For BETHLEHEM, DOYLESTOWN, MAUCH
CHUNK, EASTON, WILLIAMSPORT, and WILKES
BARRE.
At 7:30 A. M. (Express), for Bethlehem, Allentown,
Mauch thunk, Hazleton, Williamsport, and Wilkesbarre.

Mauch Chunk, Hazleton, Williamsport, and Wilkedbarre.

A 330 P. M. (Express) for Bethlehem, Faston, etc., reaching Easton at 6 45 P. M.

At 5 15 P. M. for Bethlehem, Allentown, Mauch Chunk, Danville and Williamsport.

For Doylestown at 835 A. M., 2 36 and 4 15 P. M.

For Fort Washington at 10 A. M. and 11 P. M.

For Lansdale at 6 15 P. M.

White cars of the Second and Third Streets Line City Passenger Cars run direct to the depot

TRAINS FOR PHILADELPHIA.

Leave Bethlehem at 6 25 A. M. and 10 62 A. M., and 6 15 P. M.

Leave Bethlehem at 6.25 A. M. and 10 of A. M., and 6 15 I M.
Leave Doy estown at 6.30 A. M., 3.15 and 5.30 P. M.
Leave Lansdale at 6.10 A. M.
Leave Lansdale at 6.10 A. M.
Leave Fort Washington at 10.50 A. M., and 2.15 P. M.
Philadelphia for Bethlehem at 5 A. M.
Philadelphia for Doy estown at 5 P. M.
Doylestown for Philadelphia at 4 P. M.
Bethlehem or Philadelphia at 4 P. M.
Through Tickets must be produced at the ticket offices,
THIRD Street, or BERES street.

ELLIS CLARK, Agent

THEIGHT LINES FOR NEW YORK AND A 1 the Stations on the CAMDEN and AMBOY and connecting Railroads Increased despatch.

THE CAM'EN AND AMBOY RAILROAD AND TRANSFOR ATION COMPANY FREIGHT LINES for New York will leave Walnut Street What's at 5 o'cock F. M., daily (Sundays excepted).

Freight must be delivered before 4N P. M. to be forwarded the same day. Returning, the above lines will leave New York at P moon, and 4 and 8 P. M.

Freight for trenton Frinceton, Kingston New Bruns wick, and all points on the Camden and Amboy Railroad; also, on the Belvicire Delaware, and Flemlington; the New Jersey, the Freehold and Jamesburg, and the Eurlington and Mount Holly Railroads, received and forwarded up to 1 P. M.

The Belvicere De aware Railroad connects at Priffipsburg with the Lehigh Valey Railroad, and at Manunkathunk with all points on the Delaware Lackawanna, and Western Railroad, forwarding to Syracuse, Burfalo, and other points in 'estern New York.

The New Jersey Railroad connects at Elizabeth with the New Jersey Centra Railroad, and at Newark with the Adort's and Essex Railroad

A slip memorandum, specifying the marks and numbers shippers and consignees must, in every instance, be sent with each load of goods or no receipt will be given Increased inculties have been made for the transportation of Live Stock. Drovers are invited to try the route. When stock is furnished in quantities of two car-loads or more, it will be delivered at the loot of Forlicth street mean the Drove Yard, or at Fier No. I north river as the shippers my designate at the time of shipment. For terms, or other information, apply to WALFFE FREE AN. Freight Agent.

DHILADELPHIA, GERMANTOWN, AND

DHILADELPHIA, GERMANTOWN, AND I NORRISTOWN. AND I NORRISTOWN RAILEGAD.
On and atter WEDNESDAY, November 1st, 1865, until Further Notice.

FOR GERMANTOWN.
Leave Philadelphia 6, 7, 8, 9, 10, 11, 12 A. M., 1, 2, 3 10, 334, 4, 5, 534, 6, 7, 8, 9, 10, 11, 12 P. M.
Leave Germantown 6, 7, 7%, 8, 8 20, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 4%, 6, 65, 7, 8, 9, 10, 11, 12 P. M.
Leave Germantown 6, 7, 7%, 8, 8 20, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 4%, 6, 65, 7, 8, 9, 10, 11 P. M.
Leave Germantown Branch.
ON SUNDAYS.
Leave Philadelphia 9-10 A. M., 2, 7, 18% P. M.
Leave Germantown 8 A. M., 1, 6, 3% P. M.
CHESNUT HILL RAILROAD.
Leave Philadelphia 6, 8, 10, 12 A. M., 2, 3, 3%, 5%, 7, 9, and 11 P. M.
Leave Chesnut Hill 7-10 minutes, 8, 948, 11 40 A. M., 46, 3 40, 5 40, 6 40, 8 40, and 10 40 minutes P. M.
Leave Chennat Hill 7-10 minutes A. M., 2 and 7 P. M.
Leave Chennat Hill 7-40 minutes A. M., 2 and 7 P. M.
Leave Chennat Hill 7-40 minutes A. M., 2 and 7 P. M.
Leave Philadelphia 6, 8 35 minutes, M. 12 40, 5 40, and 9-25 minutes P. M.
The 6 N. S. 55 minutes, and 11 P. M.
Leave Philadelphia 6, 8 35 minutes, M. 105 A. M., 11, 3, 44, 5%, 68, 8 55 minutes, and 11 P. M.
Leave Norristown 5 M., 1, 750, 9, 11 A. M., 14, 4%, 6, and 8 P. M.
Leave Philadelphia 6, 8 35 minutes, 11-05 A. M., 11, 3, 48, 5%, 68, 8 55, and 11 P. M.
Leave Philadelphia 6, 8 35 minutes, 11-05 A. M., 11, 3, 48, 5%, 68, 8 55, and 11 P. M.
Leave Philadelphia 6, 8 35 minutes, 11-05 A. M., 13, 3, 48, 5%, 68, 8 55, and 11 P. M.
Leave Philadelphia 6, 8 35 minutes, 11-05 A. M., 13, 3, 48, 5%, 68, 8 55, and 11 P. M.
Leave Philadelphia 6, 8 35 minutes, 11-05 A. M., 13, 3, 48, 5%, 68, 8 55, and 11 P. M.
Leave Philadelphia 7 M., 28, and 2 P. M.
Leave Philadelphia 9 A. M., 28, and 2 P. M.
Leave Philadelphia 9 A. M., 28, and 2 P. M.
Leave Manayunk 7 M. A. M. 58, and 2 P. M.
Leave Philadelphia 9 A. M., 28, and 2 P. M.
Leave Philadelphia 9 A. M., 28, and 2 P. M.
Leave Philadelphia 9 A. M., 28, and 2 P. M.
Leave Manayunk 7 M. A. M. 58, and 2 P. M.
Leave Philadelphia 9 A. M., 28, and 2