The Last New Disease.

From the Lundon Lancet.

We have lately had to refer more than once to the prevalence of paragitic disease in Germany arising from eating pork injested with the newly observed trichina spiralis. Dr. Thudi-chum addresses us with the following particulars of the outbreak at Hedersleben:-

Reliable accounts of the epidemic of trichinia sis at Hedersleben, in Prussian Saxony, snow it to have been the most extensive and fatal of all outbreaks hitherto recorded. While the Hett stadt outbreak caused severe sickness to upwards of one hundred and lifty persons, and the death of twenty-eight out of this number, the epidemic of Hedersleben has already (up to December 21, 1865) produced upwards of ninety deaths. From these figures we may fairly conclude that the total number of persons attacked amounts to several hundreds. All this havor has been caused by one trichinous pig! The butcher, having recognized the abnormal appearance of the meat of this pig, had carefully disguised it by mixing it with the meat of two healthy pigs, or added it in small pieces to larger joints of pork to make up weight. He made this confession shortly before his death which was caused by tichnization. fore his death, which was caused by trichiniasis contracted from his own meat. His wife also

died of the disease.

The most lamentable part of the history of this outbreak is, however, the circumstance that the practitioners resident at Hedersleben failed to diagnose the disease in the early stages of the first cases, when there would have been time seize and destroy much of the fatal pork then exhibiting in the butcher's shop. The sudden and simultaneous seizure of many persons with vomiting and purging, with griping, spasm, and collapse, effectually simulated a commencing epidemic of cholera, and obtum was used freely to arrest the symptoms. When the course and fatality of the outbreak at last led to a correct appreciation of its nature, the time for prevenn, mitigation, or palluation had passed by.

Eany physicians, from all parts of Germany, have gone to Hedersleben to study the disease. The public have been roused once more to a sense of the danger. Panic impels to unreasonable propositions, and reasonable measures are neglected. Ignorance and folly form a grotesque

At Berlin a meeting of town councillors, butchers, doctors, and a sprinking of the genceral public was held shortly before Christmas. Protessor Virchow addressed the meeting, and urged the necessity of instituting a microscopical exemination of all pork. At the conclision of his speech he handed to the President a piece of smoked sausage and a piece o meat from a pig which had been recognized as trchinous. Thereupon a veterinary practi-tioner named Urban rose, and combated all that science has acquired during the past five years as an unfounded illusion. "Trichine," he said, "are the most harmless animals in the It is only doctors without practice who make a noise about them, in order to create some occupation for themselves,"etc. (Great interruption; the President is obliged to stop the veter narian). Drs. Vircuow and Mason demand an apology from M. Urban. Dr. Mason mallenges Urban to eat some of the sausage on the President's table. (Great applause.) Ur-an wishes to explain. The meeting calls upon aim to eat. "He had not spoken of Berlin coctors ('eat, eat'), but of those at Hedersleben. He would first see whether the sausage ontained triching." (Great laughter, and coninued shouts of "eat, eat, eat." (Whereupon I. Urban suddenly selzes the sausage on the resident's table, bites off a piece, eats it, and haves the hall forthwith, amid the applause and aughter of the assembly.

About five days later (on December 23) the leizeltung reported that the veterinarian. Urban He was confined to his bed, and his rms and legs were paralyzed. A hope was apressed that the iliness was not caused by richine contained in the sausage of which he and been badgered to swallow a piece. Vain

The Berlin butchers, finding their trade extinguished, held a meeting on the 30th of De cember, and resolved, with two hundred votes against nine, to make arrangements for the microscopic examination of all pork. They have petitioned for the co-operation of the munici-pality, and desire to make the examination obli-

gatory upon all. The butchers in the exporting towns of North Germany also instituted microscopic examina-tions. Thus we learn that a butcher at Flensburg, in Schleswig, who kills 15,000 pigs per annum, the meat of which is mostly experied to England, has adopted this measure of precaution his is laudable; but no one should rely upon such examination exclusively. All pork should be nost carefully cooked before use. Triching in nan are prevented with certainty, only by care-ul and thorough cooking.

"We in England do not eat raw neat, and therefore the danger of trichiniasis loes not affect us." This is an error. In at east one county the agricultural laborers do est aw bacon. But the strongest proof of the posibility of trichtniasis breaking out among it any time is the circumstance that the comnon tapeworm from pork, Tania solium, is ilways infesting a number of persons throughout he kingdom. Now, it measles survive salting, moking, and cooking (so called), and, nge-tion, become tapeworms, a fortiori it is lear that triching will survive these processes, because they are much better protected against heirmfluence than measles. The trichina has seen discovered in this country; cases of trich niasis have unquestionably been observed, and nstances of encapsuled triching are constantly being discovered in our anatomical theatres only last year a subject with millions of trichnæ in its flesh was dissected in the Middlesex Hospital. Why, therefore, disguise or deny the langer? Let us prevent it. Let us be ready to neet it at all stages. Let us search for the ource whence the pig receives the trichina, and endeavor to close it up.

## The Newly Opened Ports in Japan.

The London Pall Mall Gazette of January rives the following interesting account of the wo Japanese ports just opened to foreign trade: THE PREE PORTS OF JAPAN.

The telegram from Galle announcing that the Mikido of Japan has given his sauction to the opering of the ports of Osacca, or Chotaka, and Hisro to foreign trade, is important. These Hisro to foreign trade, is important. These places, which are only about a dozen miles separat, afford the most impor ant commercial posi tio in the land of the Rising Sun, and admis-s.o to them may be expected to result in a very considerable increase of our trade with that courty. Indeed, it is likely to be of more consquence than all the other privileges which our

'Sir Harry Parkes is a very exergetic Minister, eservedly popular with the British community in the far East, and his action in the matter may have had some immediate effect; but the opening of these two ports-Hiago as a port where fereign ships might lie and foreigners reside, Ohotaka as a place where trade might be carried on without the privilege of residence—was only a question of time. In Lord Elgin's treaty with Japan it was stipulated that British subjects were to be admitted to them in 1863; but in 1862 the Taicoon and Japanese ambassadors to England prevailed upon Earl Russell to postpone the carrying out of this arrangement by granting other privileges, such as an open port in the island of Tsusima, and by urgently representing to him that novel intercourse with strangers had brought their country to the verge of a revolution, and that the Government wanted time to deal with the disturbing influences thus introduced. It was understood, however, that the original arrangement was to be carried out as soon as the Japanese authorities could effect it with safety; and if the telegrams can be trusted

this is now done.
"Onotaks is a very large town, covering a semicircle of nearly ten miles at the eastern end of the Su-Wo Nada or inland sea of Japan, and at the mouth of the river Engawa, which runs down from Miaco, the residence of the Mikado or Spiritual Emperor. Large white palaces, surrounded with trees, are scattered through it and the thick line of junks constantly pressing into the river indicates that its trade is very great, It is the port of Misco, and by far the largest commercial emporium in Japan; but lirge vessels would have to anchor a consider-sole way off the shore, and would be exposed to

the winds blowing up the inland sea. There are too many daimios residing in this city, and the native population is too dense, to render it a desirable place of residence for foreigners. Hiago is situated in a small protected bay at the feet of some sine mountains on the north shore of the Su-Wo Nada, and about twelve miles distant from Ohotaka, Large vessels can anchor off it, within biscuit throw of the beach; and were the bay only a little larger, iew places in the world would be more convenient for shipping and transshipping goods. The climate is ex-ceedingly healthy, and the beautiful series of sea lakes in the neighborhood will afford fine opportunities for yachting. British merchants in Japan have reason to congratulate themselves on a port being open for them where the atm sphere, the scenery, and the opportunities for making money are all so good. If only dis-contented Loonins can be kept from occasion-ally cutting at them with long swords, it may be sa'd that their lines have fallen to them in pleasant place."

-The Columbia correspondent of the Charles-ton News turnishes the following list of legislative waggeries:—
The following list of committees was prepared

by a member of the Senate, and handed around among the members of that venerable body, much to their merriment:

Committee on Drinks-The President, Mr.

On Birds-The clerk, Mr. Martin. On Scottish Population - Messrs. McDuffie, McClutchen, and McQueen.

On Suburbs -- Mr. Towns-end. On Agriculture-Mr. Tillman. Or. Spoiled Meats and Cheese-Mr. Skepper. On Roofing the State-House-Mr. Shingler.

On Children-Mr. Brat-ton.

## MEDICAL.

MEDICAL ELECTRICITY



WONDERFUL SCIENTIFIC DISCOVERY DR. S. W. BECKWITH'S ELECTRICAL INSTITUTE

No. 1220 WALNUT Street, Electricity in all its Various Forms Chronic Diseases.

Within the past five years, thousands of patients have been freated at this office, suffering from almost every form and condition of disease common to humanity and in nearly a l cases a benefit or perfect cure has been effected. Palsy, deafness, bindness, rheumstism, dys, epsia, cancer, and all the old knotty diseases that are a physician's curse, as it proves his inability to eradicate, are by our method com-paratively easy of cure. Specimens of tumors of large growth extracted by means or Electricity alone, without pain, without the use of the kinic, ligatures, or any other means, may be seen at our office by those interested. We are willing to under-take any of the following discasses, with every hope and prospect of success with very many others no e chumerated:—
. Diseases of the Brain and Nervous System.—

Epilepsy, Chorea or St. Vitus' Dance. Paralysis (Hemplesta), Neura gia, Hysteria. Nervousness. Paipitation of the Heart, Lockjaw, etc.

2. Organs and Tissues connected with the Digestive System—Sore throat, Dyspepsia, Diarrhea. Dysenery, Obstinate Constipation. Hæmoirhodes or Piles, Bihous Fiatulent and Fainter's Colic, and all affections of the Liver and Selection.

all affections of the Liver and Spieen.

3. Respiratory Organs.—Catarrh, Cough, Influenza, As-hma (when not caused by organic disease of the heart; Bronchins, Pleurisy, Pleurodynia or Rheumatism of the Chest, Consumption in the early

stages.
4. Fibrous and Muscular System - Rheumatism, Gout, Lumbago, Stiff Neck, Spinal Curvature, Hip Diseases, Cancers, Tumors.
5. Urinary and Genital Organs.—Gravel, Diabetes and Kidney Complaints, Impotence and Seminal Weakness. The latter complaints never fall to yield manually to this treatment.

. Diseases Peculiar to Females,-Uterus Complaine, involving a mai-position, as Prolapsus, Antroversion, Retroversion, Inflammation, Ulceration, and various other affections of the Womb and Ova-

ries, Panful, Suppressed, Scanty, or Profuse Mensivation, Leucorrhea.

TO LALLES we can recommend this treatment as one of UNVARIED SUCCESS. A most innumerable cases have come under treatment at our office who can testify to this nact. Mrs. B ECK WITH has confirmed by the Leucht Department. entire charge of the Lagies' Department

who can testily to this lact. Mrs. BECKWITH has entire charge of the Ladics' Department.

REFERENCES.—The diseased and all interested are referred to the following named gentlemen, who have been treated and witnessed our treatment on others at No. 1220 WALNUT Street:—

A. J. Picasonton, Brigader-General, No. 918. Sprice street; A. Pleasonton, Brigader-treneral, St. Lons, Missouri; Jacob Vandegrift, Odessa, Delaware; R. A. Semple, thread manufacturer, Mount Holly, New Jersey; W. B. Smith, fronfounder, No. 1022 Hanover street, Philadelphia; George Douglass Local Express tombany, Philadelphia; J. W. Bradley, publisher, No. 68 N. Fourth street; Robert Work No. 51 N. Third street; Colonel I. N. Sweeney, assessor, Second District of Philadelphia, Walnut and Eighth streets; George O. Evans, No. 418 Arch street, below Fifth; William Polouse, type founder, Third and Chesnut streets; Ed. McLane, manufacturer of cotton goods, with very many others.

very many others.

Physic ans or students desiring to have instruction in the correct application of Electricity for the cure of disease can apply at the Office.

Consultation free. Descriptive circulars of cures effected, with numerous references, can be had by application at the Office. All letters addressed to

DR. S. W. BECKWITH, No. 1220 WALNUT Street, Phila.

## COMMISSION MERCHANTS

W I L L I A M S. G R A N T, COMMISSION MERCHANT, No. 25 S. DELAWARK Avenue, Philadelphia, AGENT FOR U.S. Gunpowder, Refined Nitre, Charcoal, Etc. W. Baker & Co's Chocolate, Cocos, and Broma. Crocker Bros. & Co.'s Yellow Metal Sheathing, Bolts, and Nalls.

A LEXANDER G. CATTELL & CO. PRODUCE COMMISSION MERCHANTS. No. 26 NORTH WHARVES,

No. 27 NORTH WATER STREET, PHILADELPHIA, 221ly ALEXANDER G. CATTELL. ELIJAH G. CATTELL

S. FANCY GOODS, FOURTE Street, SILBERMAN & CO., IMPORTERS OF

No. 18 N. FOURTH Street,
Portemonnaise, Pocate Books, Purses, Travelling Bags,
Satchels, Dressing Cases Ladies' Companions, Writing,
Desks, Portiolos, Work Boxes, Jewel Boxes, Photograph Albums, Opera Gasses, Field Glasses Spectacles,
Card Cases, China and Gilt Ornaments, Pocket Cutlery,
Razors, Combs, Brusnes, Perfunery, Soans, Fans, Hair
Nets, Bair Ornaments, Steel Jowelry, Jet Goods, Cornellan Goods, Bracelets, Neck aces, Bet Clasps, Staös,
Sieeve Ruttons, Searf Pins, Scarf Rings, Silk Watch
Guards, Leather Guards, Steel and Plated Chains, Watch
Keys, Shawi Pins, Violin Strings, Beads of all kinds,
Dolis Rubber Balls, Dominoes, Dice Chassmen Chess
Boards, Backgammon Boards, Playing Cards, Pocket
Tissks, Drinking Cups, Tobacco Pipes, Tobacco Boxes,
Tobacco Pouches, Match Boxes, Pipe Stems, ChaTubes, Cigar Cases.

WILEY & BROTHER IMPORTERS AND DEALERS IN HAVANA CIGARS AND MEPRSCH AUM PIPES, N. W. Cor. EIGHTH and WALNUT Streets.

We offer the finest Havana Cigars at prices from 20 to 30 per cent, below the regular rates.

Also, the celebrated.

Also, the celebrated SMOKING TOBACCO, which is far superior to any yet brought before the public. public.

Motto of Lone Jack:

"SEEK NO FURTHER, FOR NO BETTER CAN BE FOUND."

115 3m

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

## CITY ORDINANCES.

AN ORDINANUE

To Make an Appropriation to the Department
for Supplying the City with Water for the Year
1868.

Section 1. The Select and Common Conneits of the City of Phi adelphia do ordain. That the sum of three hundred and forty-nye the band four hundred and twenty-five (\$345.426) dollars be and the same is hereby appropriated, to defray the expens a of the Department for Supplying the City with Water for the year 1866, as follows:—

Item 1. For salary of Chief Enginear, twenty-eight hundred (\$2500) dollars and the Supplying the Chief Enginear, twenty-eight hundred (\$2500). hundred (\$2800) do lars. 1tem 2. For salary of Register, two thousand

(\$2000) dol ars, Item 3. For salaries of Chief Clerk and seven Permit Clerks, eight thousand two hundred (\$8200) dol-

lars.

Item 4. For salaries of eight Inspectors, six thousand four hundred (\$6400) dollars.

Item 5. For salaries of four Purveyors and one Messenger, four thousand (\$4000) dollars.

Item 6. For salaries of Clerk and Draughtsman at Engineer's Office, two thousand (\$2000) dollars.

Item 7. For salaries of two Engineers at Fairmount Works, nineteen nundred (\$1900) dollars.

Item 8. For salaries of four Assistant Engineers at Fairmount Works, two thousand four hundred (\$2400) dollars. \$2400) collars, 10 m 9. For salary of Watchman at Fairmount

Works (\$600) dollars.

Item 10. For salaries of two Engineers at Delaware Works, two thousand (\$2000) dollars.

Item 11. For salaries of six Firemen at Delaware Works, three thousand six hundred (\$3000) dollars.

Item 12. For salaries of two Walchmen at Delaware Works, twelve hundred (\$1200) dollars. Item 18 For sa aries of two Engineers at Schuy-ill Works (with houses, one thousand eight hundred (\$1800) dellars.

Item 14. For salaries of two Assistant Engineers

at Schuylkill Works, twelve hundred (\$1200) do Item 15. For salaries of eight Firemen at Schuyl-Works, four thousand eight hundred (\$4800) dollars.

Item 16 For alary of one Watchman at Schuylkill Works (with house), five hundred (\$500) doilars.

Item 17. For salaries of two Engineers and four Firemen at Twenty- ourth Ward Works, four thou-

and four hundred (\$4400) dollars.

GENERAL EXPENSES.

Item 18. For books, stationers, advertising, printing, and posting, twenty-five hundred (\$2500) dollars. Item 19. For fuel for offices, ground-rents, cleansing, (neidentals, etc., fifteen hundred (\$1500) dollars, Item 20. For coal at Fairmount Works, one thousand (\$1000) dollars.

Item 21 For coal at Delaware Works, thirty-one

thousand five hundred (\$31,500) dollars.

Item 22 For coal at schuykul Works, twentythree thousand (\$23,000) dollars.

Item 23. For coal at Iwenty-fourth Ward Works, ten thousand five hundred (\$10,500) dollars.
Item 24. For wood for all the works, one hundred and fitty (\$150) dollars, Item 25. For tallow, oil, and gas, at Fairmount Works, two thousand seven hundred and fitty

(\$2750) dollars.

Item 26 For tallow, oil, and fluid, at Delaware Works, seven hundred and filty (\$750) dollars.

Item 27. For tallow, oil, and gas, at Schuylkill Works one thousand (\$1000) dollars.

Item 28. For tallow, oil, and fluid, at Twenty-fourth Ward Works, four hundred (\$400) dollars.

Item 29. For small stores, tools, red and white ad, gum, hemp, emery, etc., twency-eight hundred Item 30. For repairs at Fairmount Works, seven

Item 30. For repairs at Taimont Works, seven thousand two hundred (\$7200) dollars.

Item 31. For repairs at Delaware Works, thirty-two hundred (\$8200) dollars.

Item 32 For repairs at Schuylkill Works, sixty-sight bundred (\$6800) dollars.

Item 33 For repairs at Twenty-fourth Ward Works, four thousand (\$4000) dollars. four thousand (\$4000) dollars. our thousand (\$4000) dollars.

Item 24. For kceping grounds in order, twenty-hree bundred (\$2300) dollars.

Item 35. For keeping pipes, plugs, stops, and fix-

tures in good order, seventeen thousand five hundred \$17,500) dollars Item 36 For keeping buildings, grounds, and reservoirs in good order, nineteen thousand eight hundred (\$19.800) dollars. Item 37. For the purchase of iron pipes, fire-plugs, stop-cocks, lead, brass castings, iron castings, and other fixtures and materials connected with the laying of pipes, setting of pilugs and stops, one hundred thousand (\$1(0,(62) dollars.

Item 29. For labor in laying pipes, setting and fitting fire plugs, stop-cocks, etc., fifty thousand (\$56,000) dollars.

\$50,000) doltars.

Item 39. For drilling and making new attachnents, fifty-ix hundred (\$560.) dollars.

Item 40. For iron railing at Fairmount, one thousand (\$1000) dollars.

Item 41. For supplying water to plugs in Germantown, two hundred and seventy-five (\$275) dollars.

Item 42. For carriage hire, one hundred (\$100)

Provided, That the coal to be furnished to the Works other than the Delaware Works shall be Schuyikill, to be purchased from miners or shippers only: And provided further, That the contract for all supplies shall be awarded to the lowest bidder, after advertisements for proposals; and that all expenditures for repairs shall be made with the approval of the Committee on Water, and warrants shall be drawn by the Chief Engineer in conformity with existing ordinances.
WILLIAM S. STOKLEY.

Attest-JOHN ECKSTEIN,

Clerk of Common Council,
JAMES LYND,
President of Select Council.
Approved this third day of February, Anno
comini one thousand eight hundred and sixty-six MORTON McMICHAEL,

A N ORDINANCE
To Make an Appropriation to the Inspectors
of the County Prison for the year 1866.
Section I, The Select and Common Councils of the
City of Philadelphia do ordain, That the sum of one hundred and twelve thousand one hundred and one (\$112,101) dollars be and the same is hereby appropriated to the Inspectors of the County Prison, to detray the expenses of the year 1863, as fol-

item 1. For wheat, rye, and corn flour, fourteen thousand seven hundred and sixty (\$14.760) dollars.

Item 2. For beef, mutton, and pork, sixteen thousand eight hundred (\$16.800) dollars.

Item 3 For sugar, rice, molasses, coffee, tea, and other provisions, six thousand three hundred and fifty-tye (\$6335) dollars.

Item 4. For oil and soap, one thousand two hundred and seventy six (\$1276) dollars.

Item 5. For potatoes and vegetables, fourteen hundred (\$1400) dollars. Item 6. For drugs and medicines, nine hundred (100) dollars. Item 7. For hay, feed, and straw, five hundred (\$500) dollars. ltem 8. For railroad and omnibus tickets, two hundred (\$200) dollars. Item 9 For stationery and printing, including nnual report, seven hundred (\$700) dollars Item 10 For brushes, brooms, and combs, three hundred (\$300) dollars. tiem 11. For milk and ice, three hundred and seventy (\$270) dollars.

Item 12. For hops, malt, lime, and buckets, two hundred and ten (\$210) dollars.

Item 18. For discharge of prisoners, in accordance with law, two hundred and fifty (\$250) dol-

Item 14. For hospital, six hundred and fifty (\$650) dollars liem 15. For furniture, shoeing horses, seeds, and scellaneous expenses, one thousand (\$1000) dol-

lars.

Item 16. For fuel, of which all coal purchased shall be Schuyskill, and shall be purchased of miners and shippers only, seven thousand five hundred and ten (\$7510) dollars.

Item 17. For cothing and bedding, eleven thousand one hundred and seventy (\$11 170) dollars.

Item 18. For lumber, brass cocks, tin, paint, glass, ten, hardware, and recoirs generally, one thousand iron, hardware, and repairs generally, one thousand eight hundred and fifty (\$1550) dollars.

Item 19. For gas, one thousand (\$1600) dollars.

Item 20. For salaries of superintendent and deputy, two thousand nine hundred and twenty-five (\$2005) dollars.

(\$2925) dollars.

Item 21 For salary of clerk, one thousand one hundred and twenty-five (\$1125) dollars. Item 22. For salaries of physician and apothecary, seventeen hundred and fifty (\$1750) dollars.

Item 23 For salaries of superintendent and keeper

Itsm 23 For salaries of superintendent and keeper of shoe department, seven een hundred and fifty (\$1750) dollars.

Item 24. For salaries of nine satekeepers and assistant in coston factory, eight thousand three hundred and flity (\$8850) dollars.

Item 25. For salaries of baker and cook, twelve hundred and fifty (\$1250) dollars.

Item 26. For salaries of five watchmen, thirty-one hundred and twenty-five (\$3125) dollars.

Item 27. For salaries of messenger and firemen, eight hunored and twenty-five (\$825) dollars.

Item 28. For salaries of two matrons, eleven hundred and fitey (\$1150) dollars. dred and fitey (\$1150) dollars.

Item 29. For malary of prison agent, one thousand and twenty-five (\$1025) dollars.

DEBTORS APARTMENT

Item 30. For salary of see, et, eight hundred and twenty-five (\$25) collars Item 31 For tuel, three hundred (\$300) do'lars. Item 32. For gas, two hundred (\$200) doilars.

Item 82. For supplies and subsistence, seven hun-dred (\$700) dollars. Item 84. For repairs, one hundred (\$100) dollars.

MANUPACTURING DEPARTMENT. Item 85. For cotton parm, seven hundred (\$700) dollars.

Item 36. For pay for overwork of prisoners, six hundred (\$600) dollars.

Item 57. For leather, seventeen thousand (\$17,000)

dollars.

Item 23. For shoe findings, lumber for boxes, broken glass, etc., seven hundred (8700) dollars.

Item 29. For repairing looms, five hundred (\$500) dollars: Provided, That not more than three fitths of the appropriation contained neigh shall be expended before the 1st day of July, 1808

And warrants shall be drawn by the Inspectors.

WILLIAM S. STOKLEY,

President of Common Council. President of Common Council.

ABRAHAM STEWART,
Assistant Clerk of Common Council.

JAMES LYND,
Select Council. Attest-Approved this second day of February, Anno Domini one thousand eight hundred and sixty-six (A. D. 1866)

MORTON MCMICHAEL Mayor of Philade phia

PROPOSALS. TREASURY DEPARTMENT, OFFICE LIGHT

A HOUSE BOARD.
WASHINGTON CITY, January 8, 1866. Washington City, January 6, 1866.
Scaled 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 Establishment with sixty thousand gallons of the best quality pure Winter Strained Oil, either Lard or Sperm, to be divided into four lots, and to be delivered at the times undermentioned, alongwide of the Government supply vosses, or at the warehouse or other place of deposit, to be designated by the or other place of deposit, to be designated by the Inspecting Officer, or other auti orized agent of the Light-house Board, in strong, tight, iron-bound, we.:-made casks, suitable for shipping, in good order, of a capacity each of from fifty to eighty gallons— not to exceed the latter. The O.1 may be delivered at Boston or New York, at the option of the bidders. The place of delivery in each case must be distinctly stated in the bids, and will be embraced in the contracts.

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

The four lots will be delivered as follows, viz.:—
Lot No. 2.—Fifteen thousand (15,000) gallons on
the 20 day of April, 1896, 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 lst day of August, 1866, or as soon therearter as
the proper test and gauging can be completed. the proper tets and gauging can be completed.

Separate proposals will be received at the same time for 5000 gallons of Colza or Lard Oil, to be delivered as above simulated, at Detroit, Michigan, on the 1st day of May 1866.

No bid will be considered unless from a manufacturer of the avicely. turer of the article

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 inferior oils and adulterations.

The usual means for determining the character and quaity of the SpermiOi will be employed, viz.:—specific gravity, burning, the amount of residuum, 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 in every other respect equal to that of the standard adopted by the Board, or which a sample will be furnished on application to the Light-house Engineer at

inshed on application to the Light-house Engineer at Bo-ton, Massachusetts.

The casks must be guaged, under the direction and personal supervision of the Inspecting Officer, by 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 wareheuse of the contractor. The temperature of the Oil will be accurately noted, and the measurements reduced to the standard temperature of 60 deg. Fahrenheit, by tables prepared for the purpose.

pared for the purpose.

Proposals will be received and considered for each lot separately, or for all or the lots, at the opinon 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. whether Sperm, Lard, or Colza, the rate per gailon. the number of the lot or lots bid for, and the place of delivery, conforming to this advertisement.

Bids submitted 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, al-

though it may be the lowest, for other considerations than the price.

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

Each offer must be accompanied by a written guarantee, signed by one or more responsible persons, and known to the Department as such, or certified by a United States district judge, attorney, navy 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 bids must be sealed and endorsed 'Proposals for oil for Light-houses," and then placed in another envelope, and 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 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.
SUBSISTENCE OFFICE, U. S. A. )

SUBSISTENCE OFFICE, U. S. A.

No. 8 SOUTH (TAN)STREET.

BALTIMORE, Md., January 31, 1868

Sealed Froposals in duplicate will be received at the office daily, and opened at 12 o'clock M., on Wednesdays and Saturdays during the mouth of February, for the purchase of surplus 6 OOD HARD BREAD, on hand at this depot.

The bread is in boxes or fifty (50) pounds each. All the bread is in boxes or fifty advertisement has been carefully and thoroughly inspected, each box having been opened, examined, and then re-coopered. having been opened, examined, and then re-coopered, and no bex allowed replaced which did not come up to the standard for issue to troops. No proposals received for less than twenty (20) boxes. Purchases will be delivered on board of transports without

expense to the purchaser.

Payment required in Government funds on notification 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 onsidered. Proposals to be endorsed on the nyelope, "Proposals for Hard Bread," and dressed to HOMAS WILSON,

Brevt. Lt.-Col. and C. B U. S. A.,
Brevt. Brig. Genl, Vols. envelope, "addressed to

SHIRTS, FURNISHING GOODS, &o W. SCOTT & CO. SHIRT MANUFACTURERS,

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

FOUR DOORS BELOW THE "CONTINENTAL," PHILADELPRIA.

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.

WINCHESTER & CO., 708 CHESNUT STREET

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

RAILROAD LINES.

READING RAIL ROAD.

FROM PHILADELPHIA TO THE INTREIOR OF PENNSYLVANIA, THE SCHUVIKILA, SUSQUEHANNA CUMBERLAND.

AND WYOMING VALLETS

AND NORTH, NORTH WEST, AND THE CANADAS.

WINTER ATEAS GENEST OF PAST-NOGER TRAINS.
Leaving the Company's Depot, at THIRTHENTE and ALLOWHILL STREET, Philadelphia at the following hours.

and ALLOWHILE streets. Philadelphia at the following hours.—
MORNING MAI.

At 8-90 A. M. for Reading. Lebanon Uarmburg, Pottayil e. Pinegrove, Tamaqua, Bunbury, Williamsport,
Eimha, Rochester, Magare Falls, Bu, alo Alleniswh,
Wilkeebarre, Pittston, York, (arriles, Chambersburg,
Haperstown etc. etc.

Ins. irain connects at READING with the East Pencylvania Baliroad trains for Allensown, etc.; and with
the Lebanon Valley train for Harrisburg etc.;
PORT CLINTON with Catawissa Raliroad trains
Williamsport, Lock Haven, Elmia, etc.; at HAB
RINEL RG with Northern Contral, umberiand Valley
and Schuyhkii and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pine
grove, etc.

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

AFTERNOON EXPRESS.

Leaves Philadelphia at 2-39 P. M., for Reading, Potts-ville, H-struburg, etc., connecting with Reading and Columbia Railroad train for Columbia, etc., and with Causwissa Railroad train for Milton. Williamspert Elmira, Rufialo, etc.

READING ACCOMMODATION.

Leaves Reading at 6-39 A. M., stopping at all way stations, arrives in Philadelphia at 9-35 A. M.

Rejurning, leaves Phi adelphia at 9-35 A. M.

Rejurning, leaves Phi adelphia at 4-30 P. M., arrives in Reading at 7-30 P M.

Traibs for Philadelphia cave Harrisburg at 7-25 A. M., and Pottsville at 8-30 A. M., atriving in Philadelphia at 1-20 P. M. Afternoon trains leave Harrisburg at 7-45 A. M. and Pottsville at 2-35 P. M.; arriving at Philadelphia at 1-25 P. M.

Harrisburg Accommodation leaves Reading at 7-35 A. M. and Harrisburg at 9-40 P M.

Market train with a Passerger car attached leaves Philadelphia at 12-45 moon for Reading and all way stations leaves Reading at 1-30 P. M., and Downington at 12-30 P. B. fer Philadelphia and all way stations.

All the above trains gin daily, sundays excepted. Sanday trains leave Pottsville at 8-30 P. M., and Philadelphia at 3-15 P. M.

CHESTER VALLEY RAILROAD.

Passengers for Downingtown and in ermediate pofetake the 8-90 A. M., and 1 Trains from Philadelphia take the 8-90 A. M. and 1-39 P. M. trains from Philadelphia take the 8-90 A. M. and 1-30 P. M. trains from Philadelphia take the 8-90 A. M. and 1-30 P. M. trains from Philadelphia take the 8-90 A. M. and 1-30 P. M. trains from Philadelphia take the 8-90 A. M. and 1-30 P. M. trains from Philadelphia take the 8-90 A. M. and 1-30 P. M. trains from Philadelphia take the 8-90 A. M. and 1-30 P. M. trains from Philadelphia take the 8-90 A. M. and 1-30 P. M. trains from Philadelphia take the 8-90 A. M. and 1-30 P. M. trains from Philadelphia take the 8-90 A. M. and 1-30 P. M. trains from Philadelphia take the 8-90 A. M. and 1-30 P. M. trains from Philadelphia take the 8-90 A. M. and 1-30 P. M

deiphia at 3-15 P. M.

CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate pose take the 8-00 A. M. and 4-30 P. M. trains from Philadelphia, returning from Downington at 7-05 A. M. and 2-30 Noon.

REW TORK EXPRESS FOR PITTSBURG AND TRE

Leaves New York at 9-00 A. M. and 8-00 P. M., passing Reading at 10 A. N., and 1-48 P. M. connecting at Harrisburg with Pennsylvania and Northern Central Railread Express Trains for Pittsburg, Cheago, Williamsport Elmira, Baltimore, etc.

Re-uring, Express Trains for Pittsburg, at 3 and 9-00 A. M., passing Reading at 4-20 and 10-22 A. M., arriving at New York at 10-A. M. and 2-45 P. M. Sleeping Car accompanying these trains throug retween Jersey City and Fittsburg, without charge.

Mail Train for New York leaves Harrisburg at 1-48 M. Mill Train for New York leaves Harrisburg at 1-48 P. M. Mail Train for New York leaves Harrisburg at 14 P. M. Mail Train for Heritsburg leaves New York at 12 Noor.

SCHUYLKILL VALLEY RAILROAD.

Nose. SCHUYLKILL VALLEY BAILROAD.

Trains leave Potraville at 645 and 1140 A. M., and 74
P. M., returning from Tamaqua at 735 A. M. and 140 an
415 P. M.
SCHUYLKILL AND SUSQUEHANNA RAILROAD.

Trains leave Auburn at 735 A. M. for Pinegrove and
Harrisburg, and at 150 P. M. for Pinegrove and fremont;
returning from Harrisburg at 460 P. M., and from Tremontat 700 A. M. and 650 P. M.

Through first class tickets and emigrant fickets to all the principal points in the North and West and Canadas The following tickets are obtained only at the Office of S. Bradford, Treasurer, No. 227 S. Fourth street, Phila-delphia, or of G. A. Nicolla, General Superintendent COMMUTATION TICKETS.

COMMUTATION TICKETS.

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

MILEAGE TICKETS.

Good for 2000 miles, between all points, at \$52.50 each for families and firms.

SEASON TICKETS. SEASON TICKETS,
For three six nine or twelve months, for holds
only, to all points at resuced rates.

CLERGYMEN
Besiding on the line of the road will be furnished with
cards, entitling themselves and wives to tickets at haif-

EXCURSION TICKETS,
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-kill 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 e:00 r. M. for Reading, Lebenon, Harrisburg, Pottsville, Port Clinton, and all points beyond.

MAILS

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

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

228
2d Class Ticket. 150
At 6 and 16 A. M., 2 and 5 P. M., for Mount Holly,
Ewansville, Pemberion. and Vincentown; at 6 A. M.,
and 2 P. M., for Freehold.
At 6 and 16 A. M., 12 M., 3-30, 5, 6 and 11-30 P. M., for Palmyra, Riverton, Delanco. Beverly, Edgewater Burlington, Florence. Bordentown etc. The 10 A. M. and
5 P. M., lines run direct through to Trenton.
LINES FROM KENSINGTON DEPOT WILL LEAVE
At 11-15 A. M., 4-30 and 6-45 P. M., via Kensington
and Jersey City Express. 33-96
At 12 P. M. (Kight) via Kensington and Jersey City
Express. 2-25 Express. The 6-45 P. M. Line will run daily. All others Sundays excepted
At 739 and 11-15 A. M., 3, 330, 430, 5 and 645 P. M., and
12 Midnight, for Bristol. Trepton, etc.
At 7 A. M., 10-50, 3, 5, and 6 P. M. for Cornwells, Torrisdale, Homesburg, Tacony, Wissingming, Bridesburg,
and Frankford, and at 8 P. M. for Homesburg and

and Frankierd, and at 8 P. M for Holmesburg and intermediate Stations

BELVIDERE DPLAWARE RAILROAD,

For the Delaware River Valley. Northern Pennsylvania, and New York State, and the Great Lakes.

Two through trains daily (Sundays excepted) from Kensington Depot as follows:

At 730 A. M. and 330 P. M.

Lines FROM NEW YORK FOR PHILADELPHIA.

Will leave from foot or Cortland street.

At 7 and 10 and 113 A. M., 6 P. M. and 12 Night, via Jersey City and Kensington.

sey City and Kensington.

From Pier No. I 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.
Jan. 15. 1866. WILLIAM H. GATZMER, Agent.

WEST JERSEY RAILROAD LINES,—
Daly, except Sundays.
From foot of MARKET Street (Upper Ferry).
Daly, except Sundays.
FALL AND WINTER ARRANGEMENT.
Commencing WEDNESDAY. November 15 1865.
For Bridgeton, Salem, and all Stations on West Jursey and Salem Ballroads, at 9 A. M. and 330 P. M.
For MillyHile and all intermediate Stations, at 9 A. M. and 31. M. For Milville and all intermediate Stations at 9 A. M. and 3 A. M.
For Cape May and intermediate Stations at 9 A. M. te Milville, connecting with Freight Train Passenger Cat attached for Cape May, due 3 15 P. M., and 3 P. M., through Passenger due 8 P. M.
For Glassboro and intermediate Stations, at 9 A. M., 26d 3 8 P. M.
For Woodbury, Gloucester, etc., at 9 A. M., 3, 3 % and 5 30 P. M.
Freight train will leave Phi adelphia, from Sandford's whar, at 10 A. M., and Camden at 12 M.
J. VAN BENSSELAER, Superintendent.
THE WEST JERSEY EXPIRES COMPANY will attend to all the usual branches of express business, receive, deliver, and forward through other responsible Express Companies. Io all parts of the country, any article intrusted to them.
A Special Messenger accompanies each through train Office. No. 5 Wanut street.

A Special Messenger accompanies each through traisonce No. 6 Wannut street

1865 — P H I LADE L P H I A AND ERIE RAILEOAD.

This great line traverses the Northern and Morthwest counties of Pennsylvania to the city of Eric. on Lake Elle. It has been leased and it is operated by the Pennsylvania Railroad Company.

Time Of Pandelnder ETEAINS AT PHILADELPHIA Arrive Eastward—Eric Mail Train 1:00 P. M.

Eric Express Train, 1:10 A. M.

Leave Westward—Eric Mail Train, 7:30 P. M.

Eric Express Train, 1:10 A. M.

Leave Westward—Eric Mail Train, 7:30 P. M.

Eric Express Train, 1:10 A. M.

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

NEW YORK CONNECTION.

Leave New York at 6:00 P M., arrive at Eric at 3:37 A. M.

Leave Eric at 1:56 P. M., arrive at Eric at 3:37 A. M.

Leave Eric at 1:56 P. M., arrive at Eric at 3:37 A. M.

No change of cars between Exte and New York.

Elegant Sleeping Cars on all Night Trains.

For information respecting passencer business, apply at THIRT IETH and Mark Eff Streets, Philadelphia.

And lori freight business of the Company's Lagents—

R. E. Engston. 31., corner THIRTEEN'SH's and Market Streets, Philadelphia.

And lori freight business of the Company's Lagents—

R. E. H. H. HOUN'ON, General Freight Agent, Philadelphia.

H. W. GWINNER, General Ticket Agent, Philadelphia.

H. W. GWINNER, General Ticket Agent, Philadelphia.

Alf BED L. TYLER General Superintendent.

C. PERKIN LUMBER MERCHANT Successor to R. Clark, Jr., No. 324 CHRISTIAN STREET.

Constantly on hand a large and varied assortmen of Building Lumber.

DEAFNESS, BLINDNESS, AND CATARRH.—
Treats all diseases appertaining to the above members with the utmost success. Testimenalis from the most reliable sources in the elfy 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 pactice.

RAILROAD LINES.

PHILADELPHIA, WILMINGTON, AND BALL TIMORE EMILROAD.

TIME TABLE.—Commencing MONDAY, January 8. 1888.—Trains will leave Depot, corner of BEOAD street and Washington Avenue, as pilows:

- hapress Train at 466 A. M. (Mondars excepted), for Baltimore and Washington, stopping at Wilmington, Perryvile, Havre-do-firace Aberdeen, Perryman's, Marnolin and Stemmer's Run. De aware Refroad fram at 8:15 A. M. (Sunday ex-speed), for Ballshery, Milford, and intermediate stations.

Way Mall Train at 9 15 A. M. (Sundays excepted), for Baltimore stopping at Chester, Thurlow Glawcod, Clayment, and all regular stations between Wienington and Baltimore. Haitmore stopping at Chester, Thurlow Glawcod, Clayment, and all regular stations between Wimington and Haitmore.

Express Train at 2 45 P. M. (Sundays excepted), for Baitmore and Washington, stopping at Chester Clayment, Wimington, Newark, Exton North-east Pitryville, Havre the Grace, Aberdeen, Perryman's, Magnolis and Stemmer's Rum.

Night Express at 11-15 P. M. for Baitmore and Washington, stopping at Chester Thurlow, Linwood, Claymont, Wilmington, Newark, Eik-on, North East, Perryville and Havre de-Grace.

Presencers by Bont from Baitmore for Fortress Monroe, Norfolk, City Point and Hichmond will take the 9-15 M. M. Troin.

As an additional accommodation for those helding Through Tickets for Baitmore, Washington and Southern Points, a Special Car will leave the Philadelphia Depot at 11-28 A. M., connecting at Gray's Ferry with the Morning I. Spress Train from New York.

WILMIS GTON ACCOM & OB ATION TRAINS, Stopping at all Stations between Philadelphia and Wilmington.

Leave Philadelphia at 8-15 and 11-15 A. M., and 3-26, 500, and 7-90 P. M. The 3-29 P. M. train counsets with Delaware Ratiroad for Milliord and Intermediate Stations.

Leave Wilmington at 7-09, 8-15, and 9-30 A. M., and 2-06 and 5-00 P. M.

Trains for New Castle leave Philadelphia at 8-15 A. M., 3-20 and 5-00 P. M.

Leave Wilmington at 709, 5 is, and 9 30 A. M., and 106 and 500 P. M.

Trans for New Castle leave Philadelphia at 8 is A. M., 3 30 and 5 50 P. M.

THROUGH TRAINS FROM BALTIMORE,
Leave Wilmington at Le90 M., and 4 20 and 9 55 P. M.

(HIS ER FOR PHILA DELPHIA.

Leave Chester at 8 50, 8 58, and 10 14 A. M., and 12 36, 3 48, 5 91, 5 48, and 10 20 P. M.

FROM PALTIMORE TO PHILADELPHIA.

Leave Baltimore 8 25 A. M. Way Mail; 1 10 P. M., Express; 6 25 F. M. Express; 9 25 P. M. Express,
An Accommodation Train for Havre-de-Grace and intermediate stations will leave Baltimore at 4 10 P. M.

Leave Chester at 9 62 A. M. 223 and 11 50 P. M.

Leave Wilmington at 12 27, 5 12, and 10 33 A. M., and 4 P. M. 4P. M. SUNDAY TRAINS.
Express Train at 405 A. M. for Baltimore and Wash-ington, stopping at Wimington, Perryvile, Havre-de-Grace, Aberdeen, Perryman's, Maguo Ia, and Stommer's

Grace, Abericen, Perryman's, Magno Ia, and Stommer's Run.

Night Express II 15 P. M., for Baltimore and Washington, stopping at Chester Thurlow I inwood, Claymont, Wilmington Newark Ektion, Northeast, Perryville, and Havre-de-Grace.

A special train will leave Philadelphia for Wilmington for intermediate staticus at 9 P. M.

BAL IMORE FOR PHILADELPHIA.

Leave Baltimore at 925 P. M., stopping at Havre-de-Grace, Perryville, and Wilmington. Also stops at Eikton and Newark (to take passenvers or Philadelphia and leave passengers from Washington or Baltimore) and Chester to leave passengers from Baltimore or Washington.

incton.
A special train will leave Wilmington for Philadelphia
and intermediate stations at 6 30 P. M
Freight train, with passenger our z trained will leave
Wilmington for Persyville and intermediate a ations a
'04 P. M.
H. F. KENNEY, Superintendent. PENNSYLVANIA CENTRAL RAILROAD WINFF RARRANGEMENT.
The trains of the Pennsylvania Central Railroad leave the New Depot, at THIRTIE'H and MARKET Streets.
The cars of the Market Street Passenger Relivay run to and from this Depot They leave Front street every two minutes, commencing one hour previous to the time of departure of each Train, and allow about 10 minutes for a trip. Their cars are in waiting on the arrival of each Train, and connections are made with all roads crossing Market street.
On Sundan se Cars leave Eleventh and Market streets. roads crossing Market street.

On Sunda, s- Care leave Eleven h and Market streets at 645 P. M. to connect with Pittsburg and Erle Mali, and at 1025 P. M. with Phitadelphia Express.

Mann's Baggage Express is occased at 80.21 S. Eleventh street. Parties desiring Basgage taken to the trains one

have it done at ressonable rate upon application to him TRAINS LEAVE AND ARRIVE AT DEPOT, THUS:-LEAVE. 

contract
THOMAS H. PARKE, Ticket Agent at the Depot.
An Emigrant fram runs daily (except Sunday). For full information as to fare and accommodation, apply to FRANCIS FUNK No. 137 Dock Street

NORTH PENNSYLVANIA RAILROAD,-Depot THIRD Street, above Thompson,
For BETHLEHEM, DOYLLSTOWN, MAUCH
CHUNK, EASTON, WILLIAMSPORT, and WILKES BARRE. At 730 A. M. (Express), for Bethlehem, Allentown, Mauch Chunk, Hazleton, Williamsport, and Wilkes-

Mauch Chunk, Hazieton, Williamsport, and Wilkesbarre.

At 730 P. M. (Express), for Bethlehem, Easton, etc., reaching Easton at 6\*45 P. M.

At 5 15 P. M., for Bethlehem, Allentowa, Manch Chunk, Danville and Williamsport.

For Doylestown at 8\*25 A. M., 2:38 and 4\*15 P. M.

For Eort Washington at 19 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 PHILADIM.PHIA,

Leave Bethlehem at 6\*25 A. M. and 10\*92 A. M., and 6 15 P. M.

Leave Doy estown at 6 30 A. M., 3\*15 and 5 30 P. 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 9 A. M.

Philadelphia for Doylestown at 8 P. M.

Doylestown for Fhi adelphia at 7\*29 A. M.

Bethlehem for Philadelphia at 7\*20 A. M.

Through Tickets must be procured at the ticket offices, THIRD Street or BERES Street.

85

El.LIS CLARK, Agent

REIGHT LINES FOR NEW YORK AND connecting Railroads Increased despatch.

THE CAMPEN AND AMBOY RAILROAD AND TRANSPORVATION COMPANY FREIGHT LINES for New York will leave Walnut Street Wharf at 5 o'c ock P. M., daily (Sundays excented).

Freight must be delivered before 4% P.M., to be forwarded the same day. Returning, the above lines will leave New York at 12 noon, and 4 and 8 P. M..

Freight for Trenton, Princeton, Kingston, New Brunswick, and all coints on the Camden and Amboy Railroad; also, or the Belviders, Delaware, and Flemington, the New York and School, the Reinington and Mount Holly Railroads, received and forwarded up to 1 P. M.

The Belvidere Delaware Railroad, connects at Philipsburg with the Lehigh Valley Bailroad, and at Manunkachunk with all points on the Delaware, Lackawanna, and Western Railroad, forwarding to Syracuse, Buffalo, and other points in Western New York.

The New Jersey Railroad connects at Elizabeth with the Nords and Essex Railroad.

A sip memorandum, specifying the marks and numbers, shippess and consigness, must, in every instance, be sent with each load of goods or no receipt will be given. Increased faculities 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 foot of Fortieth street near the Drove Yard, or at Fler No. I North river as the shippers may designate at the ime of shipment. For terms, or other information, apply to WALTP E FREEMAN. Fright Agent.

DHILADELPHIA, GERMANTOWN, AND PREIGHT LINES FOR NEW YORK AND

PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILBOAD.
On and after WEDNESDAY, November 1st, 1865, until

CAN SUNBAYS.

Leave Philadelphia 9 A. M., 2%, and 7 P. M.

Leave Manayank 75 A. M., 5%, and 8 P. M.

W. S. WIL-ON, General Superintendent,

Depot NINTH and GREEN Streets.