THE DAILY EVENING TELEGRAPH .- PHILADELPHIA, WEDNESDAY, MARCH 28, 1866.

white our bit out you have been a single

THE QUESTION OF RACES IN THE SOUTH. I another Letter from the Hon. John Bell,

of Tennessee.

The Louisville Journal publishes another interesting letter from the venerable John Bell, of Tennessee, devoted to the consideration of the future relations between the black and white races in the South. He says that for some time to come, with the destitute whites as well as the blacks, the great need, the most urgent want, the walling cry must, indeed will be, "Bread! bread! bread!"

He holds that the institution of slavery in the South was far from being an unmitigated evil; that it greatly improved the black race, and was preparing the way for their peaceable, happy en-franchisement, in accordance with natural laws, when the civil war was precipitated by Northern fanaticism. He admits that there were traces of hardship and scandal, but contends that; the general tendency was ameliorative. As an evidence of this, he contrasts the condition of the in the time of his boyhood with their improved status at the commencement of the war. He states that the blacks were quiet and apparently contented during the civil war, until President Lincoln's Emancipation Proclamation appeared. He thus describes the result:-

After the Government of the United States adopted the policy of emancipation and of recruiting their armies from the freedmen, it soon appeared that the presence or the approach of the Federal army was the signal of a discernible sensation among the slaves, and that as soon as it was known that pro-tection would be extended to them in the Federal lines, it was a greater temptation than many of them could resist, and many of them, male and female, left their homes and joined their liberators, some openly, but in my observation, they generally left quietly and in the night apparently not wishing to hurt the feelings of their masters and mis-

n the rapid march of General Wilson through In the rapid march of General Wilson through Alabama and part of Georgia, two divisions of his army, one directly from Columbus and the other from West Point, passed by the place where I resided, maping a short stop, Colonel Lagrange, commanding one division, and General McCook the other. From conversation with them, or with some of their staff, I learned that while they felt obliged to practed the alayer that idented them on this march.

of their staff, I learned that while they feit obliged to protect the slaves that joined them on this march, they leit that they were an incumbrance to them, as they moved without any baggage train. There were a considerable number of negro men in the army, mounted on horses and mules gathered right and left as they passed through the country.

There were also many women so intoxicated with the idea of freedom that they were content, jaded and worn as they were, to drag themselves along on foot in the rear of the army, with not a few children straggling after them—a pitcons spectacle, I conjectured that they would sink by the way, and that few of them would ever reach Macon, from which they were about two days' march. A few weeks they were about two days' march. A few weeks afterwards many of the negro men came trudging back, declaring their intention to return to their masters, apparently satisfied with the experiment they had made of freedom. These were such as I supposed had no fancy for the military service, or perhaps they were such as the officers refused to receive into the Federal service, but the women and children I saw or heard no more of.

Mr. Bell intimates that the blacks made as much, if not more, progress in slavery, than the peoples of Europe without it, He says:— It may be objected that the great experiments which I represent as offering the best practicable test of the equality of the races that ever could be

presented to the world, if still going on, could afford no fair test of the relative capacity of the races, be-cause it is said the time and employment of the Airican race were by our system of slavery wholly under the control of their masters; and it may be inquired with great pertinency what attribute of fairness can be predicated of any trial of the capa-bilities of the african produce and circumstances. The only rational answer that can be made to such an inquiry, is that in no other way, under no different or other circumstances, could an experiment be made upon a large and satisfactory scale, of the capacity of a race of people commencing with them us a state of bestarism.

them in a state of barbarism.

The civilization which masses of men acquire, taken from their primitive barbarism, with no other wants or desires than such as are common with the beasts of their native forests, and no higher grade of reason than the in-uncts wild beasts manifest, is not the work of a single or even of many

generations.

To have attained the present stage of civilization by the most enlightened people of Europe, of the Caucasian race, has been the work of ages—of nine centuries, taking the era of the Norman conquest as the commencement of modern civilization, having all the advantages of what remained of the Roman civilization to start with; and still, all the boasted improvements of the nineteenth century cannot save a large proportion of them from becoming the dupes and often the victims of the wildest and most prep terous delusions and superstitions connected with subjects that directly concern their own interests

and welfare.

It was only in the century before the last, or during the seventeenth century, tast the most civilized people of all Europe could boast that they had freed themselves, if indeed they have entirely done so to this day, from the degrading delusion or superstitious belief in witchcraft, next to idol worship a bedge of the lowest grade of probligance and the badge of the lowest grade of intelligence and the

grossest ignorance.

The application of the above views I propose to make to the present state of the country in another letter in a few days.

JOHN BELL. Respectfully yours, etc.,

Literary Intelligence. MM. PREVOST-PARADOL AND GUIZOT AT THE FRENCH

ACADEMY. Many of the Paris journals publish the addresses of M. Prevost-Paradol and M. Guizot, delivered in the Academie Francaise on the oc casion of the reception of the latter, elected to succeed M. Ampere as academician. Among those present were the Countess de Sal Among those present were the Countess de Salvandy, Mr. and Mrs. Bigelow, Mme. Thiers, Mme. A. de Rothschild, MM. Berryer, Dufaare, Sainte-Beuve, Nisard, De Sacy, the Duke de Nosilles, the Duke and Prince de Broglie, Cornt de Montalembert, etc., etc. La Liberte characterizes the speech of the new academician as being "full of strength, grace, and elevation of tone." It contains scarcely any covert political allusions but he scarcely any covert political allusions, but he thanked the Academy for having, by electing him, given him a fresh proof of their sympathy with the freedom of the press. Referring to M. Ampere's work on Roman history, M. Prevost-Paradol said:—"M. Ampere keeps aloof from those systems which are at present the fashion regarding an important epoch of Roman his tory-systems which are less original than is supposed; for our judicious Montaigne, in speaking of the historian, Dion Cassius, says:- 'He has such a sickly notion of Roman history that he dares to uphold the cause of Julius Cæsar against Pompey, and that of Antony against Cicero.' M. Ampere, gentlemen," continued the orator, "had too elevated a soul, and too just a mind, to entertain sickly notions about Roman history." M. Guizot, in his speech in reply,

A Chinese Numismatic Curlosity.

abstained from any political allusions.

D. J. Lake, Esq., Cashier of the Manufacturers' National Bank, of this city, has secured from the Rev Justus Doolittle, for twenty years a Mission-ary in China under the auspices of the American Board, a complete set of Chinese cash, dating from 245 B. C. down to the present dynasty. Mr. Doolittle, who is now in this country, and in tends shortly to return to China, is an eminent Chinese scholar, and has accurately classified these coins, five hundred in number, by the different reigns, embracing the Sung, Ming, Tartar, Mongolian, and Cochin-China dynastics. The earlier specimens, before the time of Christ, are of most uncouth shapes, some resembling a razor, others a padlock, although the common shape is circular, with the customary square hole in the centre for convenience in stringing. In size, they vary from three inches in diameter, and half an inch in thickness (in numismatic measurement, size 48), to come of the size of the

Apart from the historic associations connected with these souvenirs of Celestial civilization, they are of unusual interest as being the only complete collection ever brought to this country, and, furthermore, as proving beyond cavil that the Chinese were among the earliest fabricaters of coins; sharing this honor with the Egyptians and Greeks, a fact not generally conceded by writers on numismatology. Accompanying the collection are a few samples of old Chinese legal-tenders, five-twenties, and greennying the backs, which to the ignorant eye might seem the wrappers of tea chests. Mr. Lake has purchased the entire collection, and will probably deposit it in the Lake Forest University .- Chicago Tribune.

Billiard Exposition. BOBERTS, KAVANAGH, DEEBY, FORTHB, AND GRARY IN A TRIAL OF SKILL.

An admirable exposition of the game of bil-liards was given last evening at the Cooper Institute, in presence of a large audience, among whom were almost all the billiard notorieties of New York. The performance of the evening was inaugurated by the American full game of two hundred points up, Melvin Foster being matched against Michael Geary. The game passed off without any exhibition of remarka-bly good play. The score stood at the end of

The principal attraction of the day, Mr. John Roberts, champion of England, next set to in an American game of 250 up with Mr. John Deery, champion of America. In this game an opportunity was afforded those present of witnessing the shots upon which the notoriety of Roberts is built; and from the frequency of the applause it could be seen that his magnificent play was fully appreciated. His "draw" and "follow" shots were something extraordinary. Roberts won in fourteen innings, the score being:-
 Roberts
 250 Average
 17-12

 Deery
 211 Average
 15-1

A three-ball French "carom" game tollowed between Roberts and Edward Cahill. The former seemed to have it all his own way till in the twenty-second innings a skilful nursing of the balls on Cahill's part brought him out vic-torious, he making in that innings twenty-one caroms. The score was Cahill 50, average 26;

Reberts 41, average 1'19.

The evening's entertainment was brought to a close by an English game of 500 points between Roberts and Dudley Kavanagh. Here the former was perfectly at home, and some of the shots he made were received with loud and prolonged applause. Kavanagh played weil, but was no match for his opponent, who won easily by 158 points. Score after twenty-five innings:—

During the evening Coroner Grover read the

New York, March 26, 1866.—Having seen a challenge issued by Mr. Joseph Dion, of Montreal, to play any man in the world a series of games, and as my stay in this country will not allow me much time, I would like to play Mr. Dion two of the three games named, the English and American, each game to be one thou sand points up, pushed shot barred, and the amount two or five thousand dellars in gold each game, half forfeit. All other details to be greed upon.

John Roberts,
Champion of England.
The reading was received with loud cheers, agreed upon.

N. Y. Herald, to-day. SAM HOUSTON'S DEATH. - An interesting article on Sam Houston in the April number of Harper's

Magazine thus speaks of his death:—
"But if Houston's days were ended while adversity impended over his country and his house, he was not without hope in the great future. He died, as he had lived a number of years, a Calvinistic Baptist, in full faith and fel-lowship with his church. His last days were given to prayer for his distressed family and country, and in spiritual preparation, 'while yet on the narrow strip of land which separates man from eternity.' These were his own words. In the absence of a minister of his own denomination, for several weeks before his dissolution he had the consolation of a Presbyterian divine. with whom he had lately reconciled previous differences. In the same manner he forgave all his enemies, and he died as none but a Christian

"He left a widow and seven children, no one of whom had attained years of majority. He had owned a few slaves. He no longer looked to them as a dependence after the first gun was His lands are not available to his family. So that Houston died-as Benton said a public man ought to die-poor. He had married late, His widow is a sterling woman, who had greatly influenced and improved his later years. In his darkest hours she had been his best adviser."

DENTISTRY.

AIAH PRICE, DENTIST, GRADUATE OF Philadelphia College of Dental Surgery, class 1853-4, formerly or West Chester, Pa., having served three years in the army, has sesumed the practice of his profession at No. 241 N. ELEVENTH Street. Philadelphia, where he will endeavor to give satisfactory attention to all wh may require his professional services.

DYEING, SCOURING, ETC.

THE STATEN ISLAND FANCY DYEING
ESTABLISMENT, AT THE OLD STAND,
NO. 47 M. EIGHTH Street, East side.
NO OTHER OFFICE IN THIS CITY.
With the benefits of an experience of nearly fifty
years on Staten Island, and tacilities unequalled by any
other establisement in this country, we offer superior
inducements to those having Silk, Woollen or Fancy
Goods for DYEING OB CLEANSING.
BARRETT, NEPLEWS, & CO.,
No. 47 N. EIGHTH Street, Philadelphia,
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3 3 lm No 269 FELTON Street, Brooklyn.

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This Company, so long and favorably known in New York for the past forty-six years, have opened an office as above. Ladies' and gentlemen's saments and wearing apparel of every kind Dyed and Cleaned in the most perfect manner. Stains and spots removed from garments without being ripped.

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AT THE FLORENCE OFFICE, No. 630 CHESNUT Street, Philada. Retail price, 15 cents each. 212 mwr2m

THOMAS BIRCH & SON

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AMATEUR ENGINE.

This engine will be disposed of by private or public sale, by the above parties, at their Auction Store.

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philosophy."

Let no young man enter the obligations of married life without reading every page of DR. YOUNG 8 MaR-RIAGE GUIDE; or. Every One His Own Doctor. It discloses facts that every one should be acquained with. It contains one hundred engravings, explaining the anatomy of the human system, both male and female, with useful information that every one should know.

Price, 50 cents. Sold at DR. WILLIAM YOUNG'S OFFICE,

3 17 \$ No. 416 SFRUCE Street, above Fourth.

RAILROAD LINES.

DHILADELPHIA, WILMINGTON, AND
BALTIMORE RAILROAD,
TIME TABLE
Commencing MONDAY, March 26, 1866, Trains will
leave Bepot corner o EROAD Street and WASHINGTON Avenue as follows:—
Express Train at 415 A. M. (Mondays excepted), for
Baltimore and Washington, stopping at Chester, Wilmington, Perryville, Havre de-Grace, Aberdeen, Perry
man's Magnous, Chase's and Stemmer's Ruo.
Delaware Railroad Train at 8 15 A. M. (Sundays excepted) for Frincess Anne, Milhord, and intermediate
staticals.
Way Mail Train at 9 15 A. M. (Sundays excepted) for
Baltimore, stopping at Chester, Thurtow, Linwood),
Claymont and all regular stations between Wilmington
and Ealthmore.
Express Train at 11 45 A. M. (Sundays excepted) for and Baltimore.

Express Train at 11 45 A. M. (Sundays excepted) for Ealtimore and Washington.

Express Train at 2 45 P. M. (Sundays excepted), for Baltimore and Washington. stopping at Chester, Claymont, Wilmington, Newark, Eikton, Northeast, Perry, ville Havre-de-Grace. Aberdeen, Perry man's, Magnolia, Chese's and Stemmer's Bun.

Night Express at 11 00 P. M. for Baltimore and Washington.

Ington
Passengers by Boat from Baltimore for Fortress MonPassengers by Boat from Baltimore for Fortress Monroe Noriols, City Point, and Hichmond, will take the
11-45 A. M. train.
WILMINGTON ACCOMMODATION TRAINS,
Storping at all slattons between Phi adelphia and Wilmington:—
Leave I biladelphia at 8 15, 11-15 A. M., 3-36 5-39, and
11-36 P. M. The 3-30 P. M. Train connects with Delaware Hallroad for Harrington and intermediate
stations Leave Wilmington 700, 815, and 9:30 A. M., 3:00 and

Leave Wilmington 700, 815, and 9:20 A. M., 3:00 and 5 00 P. M.

Trains for New Castle leave Philadelphia at 8:15 A. M., 3:20 ar d 5:30 P. M.

Trigough Trains From Baltimore
Leave Wilmington at 12 M., 4:30, and 10 P. M.

CHESTER FOR PHILADELPHIA.

Leave Chester at 8:1, 8:28, and 10:14 A. M., 12:27, 3:43, 5:01, 5:44 and 10:38 P. M.

FROM BALTIMORE TO PHILADELPHIA.

Leave Baltimore 8:30 A. M. Way Mail; 8:20 A. M., Express; 1:10 P. M., Express; 6:35 P. M., Express; 8:25 P. M., Express

TRAINS FOR BALTIMORE

Leave Chester at 4:49 and 9:32 A. M., and 3:23 P. M., Leave Wilmington at 5:23 and 10:33 A. M., and 4 P. M.

Express Train at 4:15 A. M. for Baltimore and Washington, stopping at Chester, Wilmington, Perryville, Bavre-de-Grace, Aberdeen, Perryman's, Magnolia, Chase's and 8:emmer's Run.

Night Express Il:00 P. M., for Baltimore and Washington.

Accommodation Train at 11:30 P. M., for Wilmington. Accommodation Train at 11.30 P. M. for Wilmington

Accommodation Train at 11.30 P. M. for Wilmington and intermediate stations.

BALTIMORE FOR PHILADFLPBIA.

Leave Baltimore at 8.25 P M., istopping at Havre-de-Grace, Perryville and Wilmington. Also stops at Elkton and Newark (to take passengers for Philadelphia, and leave passengers from Washington or Estitmore), and Chester to leave passengers from Baltimore or Washington.

A special train will leave Wilmington for Philadelphia and intermediate Stations at 6.20 P. M.

Freight Trains, with Passenger Car attached, will leave Wilm nation for Perryville and intermediate stations at 6.39 P. M. Leave Baltimore for Havre-de-Grace and intermediate Stations at 4.45 P. M.

3.12

H. F. KENNEY, Superintendent.

PENNSYLVANIA CENTRAL RAILROAD.—
SPRING ARRANGEMENT.
The Trains of the Pennsylvania Central Railroad leave the Depot, at Thirry-first and Market streets, which is reached by the cars of the Market Street Passenger Railway, running to and from the Depot. The last car leaves Front street about 30 minutes prior to the departure of each Train.
On Sundays—Cars leave Eleventh and Market streets 45 minutes before the departure of the Evening Trains.

On Sundays—Cars leave Eleventh and Market streets 45 minutes before the departure of the Evening Trains.

Mann's Bageage Express will call for and deliver Baggage at the Depot. Orders left at the Office, No. 631 Chesnut street, will receive attention

Mail Train Alies Leave Depot. Viz.:

Mail Train at 8:00 A. M. Paoll Accommodation, No. I. at 10:00 M. Park esburg at 1:00 P. M. Harrisburg Accommodation. at 1:00 P. M. Harrisburg Accommodation. at 4:00 "Paoli Train, No. 2" at 5:50 "Erie Mail" at 9:00 "Philadelphia Express! at 9:00 "Philadelphia Express! at 1:10 A. M. Philadelphia Express! at 1:10 A. M. Philadelphia Express! at 7:10 "Paoli Accommodation, No. 1" at 8:20 "Parkesburg Accommodation, No. 1" at 8:20 "Parkesburg Accommodation, No. 1" at 8:20 "Parkesburg. at 9:00 "Lancaster Train at 12:30 P. M. Fast Line "Train, No. 2" at 4:40 "Paoli Accommodation, No. 2" at 1:10 "Paoli Accommodation, No. 2" at 1:10 "Paoli Accommodation, No. 2" at 4:40 "Day Express at 5:50 "Barrisburg Accommodation, No. 2" at 4:40 "Day Express at 5:50 "Barrisburg Accommodation, No. 2" at 4:40 "Day Express at 9:10 "" "Paoliy, except Saturday, † Daily, except Monday.

Monday.

All other Trains daily, except Sunday.

All other Trains daily, except Sunday.

The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that smount in value will be at the risk of the owners, unless taken by special contract. TICKET OFFICES

Have been opened at No. 631 Chesnut street, Continental Hotel, and Girard House, where Tickets may be procured to all important points in Pennsylvania, as well as the West, Northwest, and Southwest; and all particulars given as to time and connections by JOHN C.

the West. Northwest and connections by solds of lars given as to time and connections by solds.

ALLEN, Ticket Agent.

The Ticket Office at West Philadelphia will be continued as heretofore, where all information respecting routes, as well as Tickets, can be had on application to THOMAS H PARKE.

Ticket Agent at the Depot.

An Emigrant Train runs daily (except Sunday). For full particulars as to fare and accommodations, apply to FRANCIS FUNK.

3 12

No. 137 DOCK Street.

NORTH PENNSYLVANIA RAILROAD. Depot, THIRD Street, above Thompson.

For BETHLEHEM, DOYLESTOWN, MAUCE CHUNK, EASTON, WILLIAMSFORT, and WILKES BARRE.

At 7:30 A. M. (Fxpress), for Bethlehem, Allentown-Mauch Chunk, Hazleton, Williamsport, and Wilkes-Mauch Chunk, Hazleton, Williamsport, and Wilkesbarre.

At 2:30 P. M. (Express), for Bethlehem, Easton, etc., reaching Easton at 6:45 P. M.

At 5:15 P. M., for Bethlehem, Allentown, Mauc) Chunk, Danville, and Williamsport.

For Doylestown at 8:35 A. M., 2:30 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 ffine City
Passenger Cars run direct to the depot.

TRAINS FOR PHILADELPHIA,
Leave Bethlehem at 6:25 A. M. and 10:02 A. M., and
6:15 P. M.

Leave Bethlehem at 6:25 A. M., and 10 02 A. M., and 6:15 P. M.,
Leave Doylestown at 6:30 A. M., 3:15 and 5:20 P. M.
Leave Lansdale at 6:10 A. M.
Leave Fort Washington at 10:50 A. M., and 2:15 P. M.
ON SUNDAYS.
Philadelphia for Bethlehem at 9 A. M.
Philadelphia for Doylestown at 3 P. M.
Doylestown for Philadelphia at 7:20 A. M.
Bethlehem for Philadelphia at 4 P. M.
Through Tickets must be procused at the ticket offices
THIRD Street, or BERKS Street.
65

REIGHT LINES FOR NEW YORK AND al the Stations on the Camiden and amboy and connecting Railroads. Increased despatch.

The Camiden Andrew Connecting Railroads. Increased despatch.

The Camiden Andrew Connecting Railroads. Increased despatch.

The Camiden Andrew Connecting Railroads. Increased despatch.

TRANSFORTATION COMPANY FREIGHT LINES for New York will leave Wal.NUT Street Wharf at a concern the connecting Railroad connects of P. M., to be for warded the same clay. Returning, the above lines will leave New York at 2 noon, and 4 and 8 P. M.

Freight must be delivered before 4% P. M., to be for warded the same clay. Returning, the above lines will leave New York at 2 noon, and 4 and 8 P. M.

Freight for Trenton. Princeton, Kingsfon. New Brunswick and all points on the Camden and Amboy Railroad; and siles. On the Belvidere, Delaware, and Flemington; the New Jersey, the Freehold and Jamesburg, as the Buringston and Mount Holly Railroad, and at Mannunkachunk with all points on it a Delaware, Lackawanna, and Western Railroad, forwarding to Syracuse, Buffalo, and other points in Western New York.

The New Jersey Centras Railroad connects at Elizabeth with the New Jersey Centras Railroad, and at Newark with the New Jersey Centras Railroad.

A slip nesworandum, speciliying 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 facilities have been made for the transportation of Live Stock. Drovers are invited to two car-leads or more, it will be delivered at the foot of Forticith street, near the Drove Yard, or at Fier No. I North river, as the shippers may designate at the time of shipment. For terms, or other information, apply to WALTER FREEDAM. Fielght Agent.

TO HHLADELPHIA. GERMANTOWN. AND

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

A NOBRISTOWN RAILROAD.
On and atter WEDNESDAY, November 1st, 1865, until Further Notice.

Further Notice.

For GERMANTOWN

Leave Philadelphia 5, 7, 8, 9, 10, 11, 12 A. M., 1, 2, 3 10, 34, 4, 5 5%, 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 6%, 7, 8, 9, 10, 11 P. M.

The 8 20 down train, and 3% and 5% up trains will not stop on the Germantown Branch.

Con Sundays.

Leave Philadelphia 9 10 A. M., 2, 7, 10% P. M.

Leave Philadelphia 8, 10, 12 A. M., 2, 3, 3%, 5%, 7, 2 and 11 P. M.

Leave Philadelphia 8, 10, 12 A. M., 2, 3, 3%, 5%, 7, 2 and 11 P. M.

Leave Chemut Hill 7 10 minutes, 8, 940, 11 40 A. M.

40, 3 40, 5 40, 6 40, 8 40, and 10 40 minutes P. M.

ON Sundays.

Leave Philadelphia 9 10 minutes A. M., 2 and 7 P. M.

Leave Chemut Hill 7 40 minutes A. M., 2 and 7 P. M.

Leave Chemut Hill 7 40 minutes, A. M., 2 and 7 P. M.

Leave Philadelphia 6, 8 55 minutes, 11 05 A. M., 1%, 3

4%, 5%, 6%, 8 05 minutes, and 11% P. M.

Leave Norristown 5%, 7, 70, 9, 11 A. M., 14, 4%, 6, and 8 P. M. P. M. train will stop at School Lane Wissahlekon, Manayunk, Spring Mill, and Conshlohocken only.

8 P. M. The 5% P. M. train will stop at School Lane Wissa hickon, Manayunk, Spring Mill, and Conshohocken only.
ON SUNDAYS.
Leave Philadelphia 9 A. M., 2%, and 7 P. M.
Leave Philadelphia 6. 3°35 minutes, 11°05 A. M., 1%,3
4%, 5%, 6%, 8°05, and 11% P. M.
Leave Manayunk 6%, 7%, 8°29, 9%, 11%, A. M., 2, 5,1
% P. M.
ON SUNDAYS. % P. M.
ON SUNDAYS.
Leave Philadelphia 9 A. M., 2%, and 7 P. M.
Leave Manayunk 7% A. M., 5%, and 8 P. M.
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Depot NINTH and GREEN Stre te

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FROM PHILADELI HIA TO THE INTERIOR OF
PENSSYLVANIA, THE SCHUYLKILL,
BUSQUEHANNA. CUMBERLAND,
AND WYOMING VALLEYS.
AND NORTH, NORTHWEST, AND THE CANADAR,
WINTER ALEANGEMENT OF PASSENGER TRAINS.
Leaving the Company's Depot, at THIRTHENTE
and (ALLO WHILL Street, Philadelphia, at the followlog hours.—

MORNING MAIL.

At 8-90 A. M. for Reading, Lebanon Barisburg, Pottsville, Pinegrove, Tamaqua, Sanburv, Williamsport, Eimins, Rochester, Niegara Falls, Bur'alo Allentown, Wilkesbarre, Pittston, York, Carlisle, Chambersburg Haperstown etc. etc.

This train connects at READING with 'he East Peasylvams Railroad trains for Allentown, e'c.; and with the Lebanon Valley train for Harrisburg etc.; POET CLINTON with Catawissa Railroad trains Williamsport, Lock Haven, Elmira, etc., at HABRISBLEG with Northern Central, Cumberland Valley and Schuylkill and Susquebanna trains for Northmubberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS

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

AFTERNOON EXPRESS
Leaves Philadelphia at 3-30 P. M., for Reading, Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad train for Columbia, etc., and with Catawissa Railroad train for Milton, Williamsport, Eimira, Buffalo, etc.

READING ACCOMMODATION.

Leaves Reading at 6-30 A. M., stopping at all way stations, arrives in Philadelphia at 9-25 A. M., arrives in Beasing at 7-30 P. M., arrives in Beasing at 7-30 P. M., arrives in Beasing at 7-35 P. M.

Trains for Philadelphia cave Harrisburg at 7-25 A. M., and Pottswile at 8-30 A. M., arriving in Philadelphia at 1-20 P. M. Alternoon trains leave Harrisburg at 1-45 P. M., and Pottswille at 2-45 P. M.; arriving at Philadelphia at 7-35 A. M. and Alternoon trains leave Reading at 7-35 A. M. and Harrisburg at 9-00 P. M.

Market train with a Passerger car attached, leaves Philadelphia at 12-45, noon for Reading and all way stations: leaves Heading at 11-30 A. M., and Downington at 12-30 P. D. C. Philadelphia and all way stations: leaves tending at 11-30 A. M., and Downington at 12-30 P. D. C. Philadelphia and all way stations.

All the above trains run daily, Sunday s excepted.

Sunday trains leave Pottsville at 8-00 A. M., and Philadelphia at 3-15 P. M.

CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate poin take the 8-00 A. M. and riermediate poin take the 8-00

delphis at 3-15 P. M.

CHESTER VALLEY RAILROAD.

Passengers for Downingtown and informediate poin take the 6-00 A. M. and 4-20 P. M. trains from Philadelphia, returning from Downington at 7-05 A. M. and 2-20 Noon.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

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

Returning, Express Train leaves Harrisburg on arrival of Pernsylvania Express from Pittsburg, at 3 and 9-05 A. M., passing Reading at 4-49 and 10-52 A, M. arriving at New York at 10 A. M. and 2-45 P. M. Sleeping Ca accompany ing these trains throng retween Jersey City and Pittsburg, without charge.

Mail Train for New York leaves Harrisburg at 1-48 P. M. Mail Train for New York leaves Harrisburg at 1-48 P. M. Mail Train for Harrisburg leaves Wey York at 12 Noon.

SCHUYLKILL VALLEY RAILROAD.

P. M. Mail Train for Harrisburg leaves New York at 12 Noon.

SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsvile at 6:45 and 11:00 A. M., and 7:1
P. M., returning from Tamaqua at 7:35 A. M. and 1:40 an 4:15 P. M.

SCHUYLKILL 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 from Harrisburg at 4:00 P. M., and from Tromont at 7:06 A. M. and 6:00 P. M.

Through first class tickers and emigrant fickets to all the principal points in the North and West and Canadas. The following tickets are obtained only at the Offics of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or of G. A. Nicolis, General Superintendent Reading.

COMMUTATION TICKETS.

At 25 per cent discount between any points desired.

COMMUTATION TICKETS, COMMUTATION TICKETS.

At 25 per cent discount, between any points desired for inmiles and firms
MILEAGE TICKETS,
Good for 2000 miles, between all points, at \$52.50 each for families and firms.
SEASON TICKETS,
For three, six, nime, or twelve months, for holde

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

CLPRGYMEN

Residing on the line of the road will be furnished with cards, entitling themselves and wives to tickens at half-tare. EXCURSION TICKETS,

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

Goods or 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 6:60 1 M for Reading, Leannon, Harrisburg, Pottsville, Por: Clinton, and all points beyond.

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.

BORNARY VODE THE CAMDEN AND

POR NEW YORK.—THE CAMDEN AND Company's lines
FROM PHILADELPHIA TO NEW YORK

At 6 A. M., via Camnen and Amboy Accommoda-

commodation (Freight and Passenger), 1st class ticket. 2-25
2d Class Ticket. 150
At 6 and 10 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 10 A. M., 12 M., 3-30, 5.6, and 11-30 P. M., for Palmyra, Riverion, Delanco, Beverly, Edgewater, Burlington, Florence Bordentown etc. The lu A. M. and 5 P. M. lines run direct through to Trenton.
LINES FROM KENSINGTON DEPOT WILL LEAVE
AS FOLLOWS:—
At 11-15 A. M., 4-30 and 6-45 P. M., via Kensington and Jersey City Express. 3-3-06
At 12 P. M. (Night) via Kensington and Jersey City
Express. 2-25 he 6 45 P. M. Line will run daily. All others Sundays excepted.
At 730 and 11'15 A. M... 3, 3'30, 4'30, 5 and 5'45 P. M., and
12 Midnight, for Bristol. Trenton, etc.
At 7A. M., 10'50, 3, 5 and 6 P. M. for Cornwells, Torris
dale, ho mesburg, Tacony Wisstneming. Bridesburg
and Frankford, and at 8 P. M. for Holmesburg and
intermediate Stations.

and Frankford, and at 8 P. M. for Holmesburg and intermediate Stations
BELVIDERE DELAWARE 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 7:30 A. M., and 3:30 P. M.
LINES FROM NEW YORK FOR PHILADELPHIA,
Will leave from foot of Cordand street
At 12 M. and 4 P. M., via Jersey City and Camden,
At 7 and 10 A. M., 6 P. M. and 12 Night, via Jersey City
and Kensington.
From Pier No. 1 North river, at 6 A. M. and 2 P. M., via
Amboy and Camden.

Amboy and Camden. Amboy and Camden. Amboy and Camden. March 12. 1886. WILLIAM H. GATZMER, Agent.

W EST JERSEY RAILROAD LINES.—
From foot of MARKET Street (Upper Ferry).
Daily, except Sunday S
FALL AND WINTER ARRANGEMENT.
Commencing WEDNESDAY, November 15, 1885.
For Bridgeton, Salem, and all Stations on West Jersey and Salem Baliroades, at 9 A. M. and 3:30 P. M.
For Milville and all Intermediate Stations, at 9 A. M.
and 3. M.
For C ape May and intermediate Stations at 9 A. M. and 3 1. M.

For 4 ape May and intermediate Stations at 9 A. M. to Millville, connecting with Freight Train Passenger Car attached for Cape May, due 345 P. M., and 3 P. M., For 6 lassbore and intermediate Stations, at 9 A. M., at d 30 P. M.

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

Freight will be received at second covered wharf below walnut street, from 7 A. M. and 15 P. M.

Freight received before 9 A. M. will go forward same day.

Freight delivery, No. 228 S. Delaware avenue.

J VAN RENSSELLER, Superintendent.

THE WEST JERSEY EXPRESS 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 intrused to them.

A Special Messenger accompanies each through train
Office No. 5 Wainut street

9 16 9m 1866 — PHILADELPHIA AND ERIE RAILern and Northwest Counties of Pennsylvania to the
city of Erie, on Lake Erie. It has been leased and is
operated by the Pennsylvania Railroad Company.
Time Of Passen Ler Trains AT PHILADELPHIA.
Arrive Eastward—Erie Mail Train, 7 A. M.; Erie Express Train, 1 P. M.
Leave Westward—Erie Mail, 9 P. M.; Erie Express
Train 12 M.

Leave Westward—Fits Blait. 9 F. M. † Eric Express
Train 12 M.

Passenger cars run through on the Eric Mail and Ex
press trains both ways between Philade phia and Eric.

NEW YORK CONNECTION.

Leave New York at 9 A. M. arrive at Eric 9-15 A. M.
Leave Eric at 155 P. M. Jarrive at New York 340 P. M.
Flegant Siceping Cars on all the night trains.

For information respecting passenger business, apply
at corner ThirRTIETH and MARKET Streets. Phila.

And for ireight business, of the Company's Agents, N.
B. Kingston, Jr., corner Thirteenth and Market streets,
Philadelphia; J. W. Reynolds, krie; William Brown,
Agent N. C. R., Baltimore.

H. W. HOUSTON, General Freight Agent, Phila.

H. W. GWINNER General Tlexet Agent, Phila.

A. L. TYLER, General Sup't, Williamsport.

REVENUE STAMPS, REVENUE STAMPS, Or all descriptions, Or all descriptions, AT FLORENCE SEWING MACHINE CO.'S OFFICE,
AT FLORENCE SEWING MACHINE CO.'S OFFICE,
No. 630 CHESNUT Street,
No. 630 CHESNUT Street.

One door below Seventh street, One deor below Seventh street. The most liberal discount allowed. The most liberal discount allowed. 25 THE STAMP AGENCY, NO. 304 CHESNUT AS HERETOFORF.
STAMPS OF EVE Y DESCRIPTION CONSTANTIATION HAND, AN ANY AMOU. GOVERNMENT SALES.

SALE OF LEDICINES VETERINARY TOOLS, INSTRUMENTS, ETC., AT GIE BORO, D. C. QUARTERMASTIR GENERAL'S OFFICE, FIRST DIVISION, WASHINGTON, D. C., March 17, 1896 Will be sold at Public Auction, at coesboro, D C., under the direction of Capiam George T. Browning, A. Q. M., on THURSDAY, March 29 1888, at 10 o'clock A. M., a large quantity of Medicines, Viterinary Tools, Instruments, etc., consisting in

part of-17 lts. Gum Myrrh. 8 lbs. Chloroform 11 its. Saleratus.
4 lbs. Verartria Viride.
33 ibs. Saltpetre.
5 ibs. Gum Catechu.
44 lbs. Calarcine.
27 lbs. Acid, Suiphuric.
11 lbs. Acid, Nitric.
9 ibs. Acid, Nitric.
24 lbs. Acid, Muratic.
24 lbs. Calarcine.
20 lbs. Pulv. Cantharides 1; lbs Croton Oil. 2) lbs. Juniper Oil. 16 lbs Elderberries. 18 lbs.Ca amus Root, pulv bs. Anne Oil

9 lbs. Savin Leaves. 15 lbs. Caraway Seed. 5 ibs. Caraway Oil. 7 ibs. Cream Tartar. 8 oz. Acid, Hydrocyanie 15 lbs. Chaik, prepared. 21 lbs. Black Antimony. 50 lbs. clauber Salts. 50 lbs. Latharge. 4 lbs. Baryta Murias. 4 lbs. Aqua Ammonia. 4; les. Ferri, Iod de. 3; lbs. Mercury, Benio-dide. 18 lbs. Red Precipitate. 25 lbs. Gentian, powd'd 13 bs. Ginger, powd'd. 212 No Chip Boxes. 8 lbs. Antimony, lart'e. 9 lbs. Zinc, Chloride. 7 lbs. Zinc, Acetas. 4 galls, Sweet Spts, Nitre 6 galls, Molasses, 6 lbs. Corks, assorted, 15 lbs. Zine, Sulphas

ibs Corrosive Sublim'e ibs. Acetate Copper. ibs. Potass, Suip, pulv. 24 les Copperas. 10 lbs. Sponge, 8 No. Sieves. muslin. 40 No. Syringes, ass'ted. 4 No. Scales (apothe-cary) and Weights, 20 prs. Shears. BineStone(Cupri Sulp) bs. Potass. Chioride. d lbs. Capsicum, pulv. 3 lbs. Creosoto. 40 No. Seton Needles. 2 No. Horse Fleams. 4 No. Bistornes. 8 lbs Ether, Sulph. 4 lbs. Tinct. Guaicum. 5 sets of Veterinary Instruments.
5 No. Slabs, Ointment.
5 No. Spatulas.
5 No. Funnels, assorted.
11 No. Mortars & Pestles
2 No. Counter, reales.
2 lbs. I inct. Qualcum.
2 lbs. Linct. Qualcum.
2 lbs. Linct. Qualcum.
2 lbs. Linct. Qualcum.
3 lbs. Linct. Qualcum.
3 lbs. Linct. Qualcum.
4 lbs. Linct. Qualcum.
5 lbs. Cantharides Tinct.
6 lbs. Linct. Qualcum.
7 lbs. Lbs. Lbs. Cantharides Tinct.
7 lbs. Lbs. Cantharides Tinct.
7 lbs. Lbs. Cantharides Tinct.
7 lbs

2 No. Counter scales, 08 bottles "Dr. Powel's 24 galls, Lobelia, Tinet, Liniment." 20 galls, Alcohol, Liniment."
6 lbs. Mur. of Ammonia,
10 lbs. Sub. Carb. Soda.
10 lbs. Linseed Mesi.
34 boxes "Scratch Ointment."

22 galls, Alcohol.
2 galls, Alcohol.
2 lbs. Aromatic Spirits
of Armonia.
35 lbs. Ammonia, Carb.
6 lbs. Digitals ment."
44 papers "Cattle Powders."
6 ibs. Digitalis. Puvv.
82 ibs. Canada Balsam. 2
9 ibs. Hellebore. Fulv. 175 lbs. Borax. 20 lbs. Sal. Tartar. 33 lbs. Beeswax. 31 lbs. Gum Assafostida. 4 lbs. Bore Armenian. 4 lbs. Bore Armeman.
15 lbs. Mercurial Ointm't
30 lbs. Mustard. Pulv.
10 lbs. Capsicum, Pulv.
5 lbs. Balsam Folu. I gallon Sweet Oil. 0 lbs. Aloes. 1 bbl. Barbadoes Tar.

7 lbs. Gum Euphorbium

lbs. Arnica Flowers.

j bbl. '1ar. 60 lts. Sulphur, pulv. 850 No Jars, Bottles Cans, 7 lbs. Arsenic. 9 lbs. Manganese. etc., glass-stoppered. 30 lbs, Lard. 1 lb. Wormseeg, ground 8 lbs Acacia, Gum. 5 lbs. Nux Vomica. 6 No. Graduates. 134 lbs. Alum. 21 lbs. Sugar of Lead. 15 lbs. Ext. Beliadona. 10 lbs. Pearl Ash. 24 lbs. Dint. Nitrate 10 lbs. Glyceriza. 2] lbs. Dint. Nitrate
Mercury.
2 lbs. Ext. Hellebore,
black.
Terms—Cash. in Government funds.

Most of the above-named articles are in original packages, and are in good order.

By order of the Quartermaster-General, JAMES A. EKIN. Brevet Brigadier-General, in charge First Division Q. M. G. O. 822 6t

UNITED SIAJES MILITARY RAILROADS OFFICE OF ASSISTANT QUARTERMASTER, WASSINGTON, D. C., March 14, 1868.

AUCTION SALE OF UNITED STATES MILI-TARY RAILROAD MAJERIAL.
WIT be sold at public auction at Alexandria,
Va., on TUESDAY, April 10, 1866.
2 first-class Loco motive Engines, 4 feet 8½-inch
gaupe; cylinders, 15x22; weight, 25 tons
4 Passenger Cars. 4 Passenger Cars. 20 Box Freight Cars.

2 Stock t ars. 4 Platform Cars. 20 Small Truck Cars. 21 Trucks for Freight Cars. 18 pairs Wheels on axles. 12 Henderson Pumps

200 tons second-hand Railroad Iron (good), A large quantity of A large qua Frogs, Chain, Mauls, Axes, Picks, Switch Fixtures. car Couplings, Bar Iron,

Stoves, Files, Sperm Oil, etc. Springs, 20 Buildings, from 10x12 to 200x40 feet. Let of Office Furniture. Contents of Printing Office. A large quantity of new Shelf Hardware.

1 Herring Safe.

1 Saloon Car, 4 feet 84-inch gauge, elegantly finished and furnished with black walnut, trimmed with green plush; double trucks, with broad fread-

Sale to commence at 10 A. M. Terms cash, in Government funds.

H. L. ROBINSON,
8 16 imw10t Byt, Brig.-Gen., A. Q. M.

BUREAU OF ORDNANCE NAVY DEPARTMENT. }

SALE OF NAVY POWDERS AT THE NAVY YARD, PORISMOUTH, N. H. There will be sold to the highest bidders, at Public Auction, at noon, the 12th day of April, by the Ordnance Officer at the Portsmouth Navy Yard, N. one hundred and eighty-five thousand nine hunded and sixty-nine (185,969) pounds NAVY POW

DER, as follws:—

131 600 pounds Cannon Powder.

29 219 "Rifle"

25,150 "Musket "

These Powders will be divided into lets of one These Powders will be divided into lots of one hundred barrels each

Terms, one-half cash in Government funds, and the remainder on the removal of the Powders, for which a reasonable time, but not more than thirty days, will be allowed, the purchasers, however, to make every exertion to remove the Powders

H. A. WISE.

SALE OF GOVERNMENT AMBULANCES, ARMY WAGONS, AND CARTS. CHIEF QUARTERMASTER'S OFFICE, CHIEF QUARKEMASTER'S OFFICE,
DEFOT OF WASHINGTON,
WASHINGTON, D. C., March 15, 1868.
Will be sold at Public Auction, at LINCOLN
DEPOT, WASHINGTON, D. C., under the direction of Brevet Colonel C. H. Tompkins, Q. M., on
MONDAY, April 2, 1866, at 10 o'clock A. M., the
following mentioned Government property, viz.:—
100 to 200 Light Ambulances,
300 to 500 Army Wagons,
which will be sold singly, and must be removed
within five days from date of sale.

In addition to the above, there will be sold, at the one hundred one-horse carrs. The sale will be continued from day to day until all the property is sold.

Terms-Cash, in Government funds D. H. RUCKER,
Brevet Major-Gen. and Chief Quartermaster,
16 16t Depot of Washington.

SALE OF MANURE QUARTERMASTER GENERAL'S OFFICE,)

WASHINGTON, D. C., February 23, 1865

Will be sold at the Cavalry Depot, Gie-boro, D. C., a large quantity of stock-yard MANURE, which will be delivered to purchasers on the ground, or in barges or boats to be provided by them, at forty (40) cents per cubic vard. ents per cubic vard. Two or more boats (according to size) can be loaded

Terms-Cash, in Government funds. By order of the Quartermaster-General.

JAMES A. EKIN,

Brevet Brigadier-General,

2 27 28t In charge First Division Q. M. G. O.

OFFICE OF ASSISTANT QUARTERMASTER,
WILMINGTON, Del., February 12, 1866.
SALE OF 500 SURPLUS GOVERN & ENT MULES,
All Good and Serviceable.
Will be sold at public auction, at Wilmington, Del.,
on EVERY FRIDAY during the month of March,
ONE HUNDRED MULES.
The expectal attention of purchasers is invited to The especial attention of purchasers is invited to the fact that these Nules are large, well paired, and in excellent condition, being the surplus team hinles of Washington Depot.

Animals sold singly, sales to commence at 10 A. M. Terms—Cash, in United States currency. 2 27 tmh30 Bvt. Brig.-Gen. JAMES A. EKIN

GOVERNMENT SALES.

SALE OF GOVERNMENT PROPERTY MACON, GA.

By direction of the SECRETARY OF WAR, and

LUILDING MATERIALS,
SIEAM ENGINES,
MACHINERY, TOOLS,
IRON, COPPER, LUMBER,
AND STORES OF VARIOUS KINDS,
which were collected at Macon, Ga, by the Confederate Government, for the erection and permament operation of a large armory, laboratory, and
assersi; and also TCOLS, MACHINERY, AND MATERIALS
collected from iron works and armories in the States
of Alabama and Georgia, will be sold at
PUBLIC AUCTION.
Among the articles to be sold are:—

9,000 (bs. Copper—pigs. 42,000 lts. Copper—round rod. 38,000 lbs. Copper—bar. 20,000 lbs. Copper-sheet

20,000 lbs. Copper—sheet.
200,000 lbs. Wrought Iron—bar and rod.
500 tons Eng Iron.
750 tons Cast Iron—unserviceable shells.
54,000 lbs. Cast—pigs.
45,000 lbs. Tin—block and sheet.
4,000 lbs. Chain—crane and cable.

15,000 yards Cloth-Cotton, English Serge, olled and enametled.

\$2,000 lbs. Fowder.

\$,000 reet Belting — gum and leather, assorted.

200 Machines—Drills, Planers, Milling, Screw-cutting, Steam and Trip-hammers. Besides: 35 Unserviceable Cannon iron and bronze, Laboratory Stores and Horse Equipments, Infantry and Cavalry Ac-coutrements, Spare Part Spare Farts (new) for Springfield Muskets and Colt's Revolvers, and Blankets. Wagon and Gun Carriage an assortment of

Irons, 80 broken Gun Carriages, PAINTS AND OILS.

The attention of Northern buyers is called to this saie, which is a large one, and of valuable property.

Full printed Catalogues of the property to be soid can be obtained from the Chief of Ordnance at Washington, D. C., and from the Commanding Officer of the Augusta Arsenal, Georgia.

The sale will commence on WEDNDSDAY, April 4, 1866, and continue every day until all the property

Terms - Cash, in United States currency.

D. W. FLAGLER,
Captain Ord. Brev. Lt.-Colouel,

large and small purchasers.

Terms—Cash.

Five (5) days will be allowed to parties in remov-

ing their property.
Catalogues ready by the 5th prox.
CHAS SUTHERLAND,
Surgeon and Purveyor, U.S.A.
C. W. BOTFLEER, Auctioneer, 3 22 28t

BUREAU OF ORDNANCE,
NAVY DEPARTMENT,
WASHINGTON (TTY, March 2, 1866)
SALE OF NAVY FOWDERS AT THE NAVE
YARD, BROOKLYN, N. Y.
There will be sold at Public Auction, to the highest
bidders, in the office of the Inspector of Ordinance
of the Navy Yard, Brooklyn, N. Y, at noon, on the
2d day of April, 1866, four thousand four hundred,
and ninety-nine (4469) barrels Navy Powders.
These Powders will be fold by sample, in lots of
one hundred, two hundred, and three hundred
barrels Purchasers to furnish barrels into which
the powders may be emptied from the tanks. he powders may be emptied from the tanks. Terms-One half cash in Government funds, and the remainder on the removal of the Powders, for which a period of ten days will be allowed. If not then removed the Powders will revert to the Govern-

H. A. WISE, Chief of Bureau.

PROPOSALS.

DROPOSALS, SEALED PROPOSALS, IN duplicate, will be received at this office until 12 M., MONDAY, the 16th day of April, 1868, for the delivery of 6000 head of BEEF CAFTLE on the hoof, for the use of captured Indians. The cattle to be delivered to the A. C. S., for Indians at Fort Summer,

New Mexico.

The first delivery to be on the 1st day of July, 1866, and to consist of 500 head of cattle; the subsequent deliveries to be in such numbers and at such times as may be required by the undersigned.

The cattle must be from three to five years old, and must weigh at least 400 pounds net (their weight

and must weigh at least 400 pounds net (their weight to be ascertained according to manner laid down in the Subs Regulations of 1863), and to be of the best marketable quality. No Stags, Buils, Cows, or heilers will be received.

Whenever, in the opinion of the A. C. S. for Indians, at Fort Sumner, the cattle presented do not fulfil the conditions here set forth, as many as do not will be released. not will be rejected. Ten per cent. of money due contractors will be retained until the contract is ini-filled.

Two responsible persons must sign each bid, guaranteeing that if the contract is awarded to the party or parties therein proposing, they will enter into ample bonds for the faithful fulfilment of the contract, and when the parties thus offering as sureties are unknown to the undersigned, their ability to reimburse the loss to the United States, which would accrue in case of failure, must be attested before a magistrate or other officer on attested before a magistrate or other officer empowered to administer oaths.

The parties to whom this contract is let will be expected to fill the contract themselves—any sub-letting of the contract will be considered as a failure to comply with the contract, and the contractor will be held responsible therefor.

responsible therefor,
Endorse on the envelope "Proposals for Beef Cattle, at Fort Sumner, New Mexico."
W. H. BELL,
Captain and C. S. and Brevet Major, U. S. A.
Office Furchasing and Depot C. S., District of New Mexico, Santa Fe, N. M., February 7, 1866. 3 1 231. responsible therefor.

A SSISTANT QUARTERMASIER GENE-

RAL'S OFFICE.

PHILADELPHIA, March 23, 1896.

Sealed Proposals will be received at this office until THURSDAY, the 6th of April next, at 12 o'clock M., for immediate delivery at the Schuylkill Arsenal, in merchaniable packages of—
10.000 Brass Rings, 1; inches,
10.000 Iron Wire Snaps (Hotchkiss' patent), [inch., 500 Iron "D" Rings, [inch., 500 Ibs. Copper Rivets, assorted.
500 Ibs. Copper Rivets, assorted.
500 Ibs. Flax Sewing Twine,
ALSO.
40.000 yards 56-inch Burlaps; to be delivered at the

ALSO,
40,000 yards 56-inch Burlaps; to be delivered at the
rate of 5000 yards per week.
Parties offering goods should make separate proposals for each article offered, the quantity they propose to furnish, the price (which should be written
both in words and figures), and conform to the terms
of the advertisement, a convention which should are

of this advertisement, a copy of which should ac-company each proposal.

Samples of the articles required may be seen at

Samples of the articles required may be seen at this office.
Samples, when submitted, must be marked and numbered to correspond with the proposals; and the parties thereto must guarantee that the goods shall be, in every respect, equal to sample, otherwise the proposals will not be considered.

Bids will be orened on Thursday, the 5th day of April next, at 12 o'clock M., when bidders are requested to be present.

quested to be present.

Each bid must be guaranteed by two responsibles persons, whose signatures must be appended to the guarantee, and corrified to as being good and sufficient security for the amount involved by some public functionary of the United States.

All proposals should be made out on the regular forms, which will be surplished on application at this office.

office.

The right is reserved to reject any bid deemed unreasonable, and no bid from a defaulting contractor
will be received.

Endorse envelope "Proposals for there insert the
name of the article officed."

By order of Brevet Brigadier-General GEORGE
H. CROSMAN, Assistant Quartermaster-General
United States Army. H. CROSMAN, Assis United States Army.

HENRY W. JANES, Captain and Assistant Quartermaster, Brevet Major United States Army, 8 23 ta 5