INVASIONS OF CANADA.

The Fenians rose, flourished, waxed rich during our war, and little trouble was apprehended from them in Canada. Indeed, the only "border invasions" of late years have come from that country itself, in the shape of St. Albans' raids. Perhaps it is coward conscience which now makes the Canadiau shopkeepers look to their money-boxes, and the banks to their vaults, lest the St. Albans lesson be returned, with a bettering of the instruction. At all events, England and Canada for months saw complacently the American Fenians rallying, speechliving, wearing the green, and polishing cutlasses, and the servant girls subscribing to the cause. The quantity of centres, circles, spheres, and what not, existing and forming, did not worry them. At length the New York correspondent of the London Times, in whom, perhaps, professional pride-got for a moment the better of patriofism, gave a grand puff for Fenianism, its strength, its object, and its means of success—and Eng-land burst into a flame. When Canada saw that England had burst into a flame, she also felt authorized to burst into a flame, and so originated scare No. 1. In like manner, when the constabulary began to deal without gloves with the Irish rioters, seized the Irish People, and arrested Fenians far and wide, toolpidan his Head Controlling Stephens reopie, and arrested remans far and wide, including his Head Centreship Stephens, Canada hastened to believe she was going to be Invaded, and got up another scare. And, finally, now that Parliament has authorized Lord Wodehouse to arrest Fenians without interference from that disagreeable marging the haloes correspond to be presented. marplot, the habeas corpus, and so has started atresh the Fenian fever, again Canada declares itself on the point of slipping into the jaws of the O'Mahony, or the Roberts, or both. It really seems that the Canadians fancy an army of in-furiated Fenians to be hanging along the hither bank of the Niagara river, pausing upon its brink, not because it doubts whether the Rubi eon should or, can be crossed, but merely so as to get a better start-to moisten its palms, so to speak-for a better grasp of the national Planned invasions of Canada from the United

States have been really quite frequent during the last century. It is a little singular that they have nearly all come to nothing. At the open-ing of the Revolution, Arnoid's advance through the wilds of Maine, upon Quebec, was almost as daring (and certainly far more trying), on a small scale, as Sherman's march through Georgia upon Savannah. It was unsuccessful. The invasion of 1812 was a series of grand fatlures. Hull crossed the Detroit in July, 1812, only to surrender his whole force a month later, without a battle, to General Brock. Van Rensselaer threw his advance across the Niagara in October, 1812, only to have it all captured, and Scott among the party, after a severe affair at Queens-town Heights. Dearborn, next year, landed in Unper Canada, and captured York, and crossed Niagara, and captured Fort George; but re his movements ended. The campaign devised later in the summer for the conquest of Canada was an utter failure. It was to have simed first at Kingston and then at Montreal, and, doubtless, would have gained both Canadas if successful, because Upper Canada would have been cut off from military supplies, and the greater part of Lower Canada would have followed with Montreal. Wilkinson sailed down the St. Lawrence in grand style, having published a proclamation that his army "invades these provinces to con-quer, not to destroy." It made very little difquer, not to destroy." It made very little dif-terence, however, what his object was. The campaign, between himself and Hampton, en-tirely taited. It was exceedingly well devised. Kingston and Montreal are still among the key-points in Canada. If our good triends the Fenians can get there, they will surely be autho-rized to claim a genuine bona fide Irish Canadian Republic, with one Head Centre on the Lake and the other on the St. Lawrence. Should and the other on the St. Lawrence. Should they come as near to these points as we more than once have, we believe they would not fail.

But a fatality has always seemed to follow our penetration of the provinces.

In 1814 General Brown tried his turn at invading Canada. He was more fortunate than Hull, Van Rensselaer, and Wilkinson, because he fought the brilliant battles of Chippewa and Lundy's Lane, atter crossing the Niagara. Yet, as if a fatality pursued us, he managed to retreat from a won battle, and fell back, to let Drum-mond besiege us in Fort Erie. With a handsome repulse of one assault on the fort, and a brilliant sortie, ended the year 1814, and the series of active American invasions of Canada. For peace

was declared next year. Twenty years later came another threatened "invasion of Canada." It resembled, in some respects, the Fenian efforts more closely than any of the plans already spoken of. In 1837 insurgent movements broke out among the French Canadians of Canada East. Our border people in Vermont and New York "sympathized" and enrolled themselves as "Canada patriots." Powerful as are the Fenians, if we remember aright these Canada patriots were stronger in available numbers, as bitter in de-termination, and better posted for effect. They were actually spread all along the line, and there was danger of a great raid into Canada. They were organized by the thousands. They had their lodges, corresponding to the Fenian Circles. They had a secret organization, their oaths and passwords, their military ranks of General, field and staff officers. They had a Provisional Government formed for Upper Canada, with a list of Cabinet officers as formidable as that of either of the grand New York Fenian Governments. were furnished by border citizens or stolen from the unwilling, and even State arsenals were broken into. Like the Fenian move, this was undertaken by private persons in the United States, and against the neutrality obligations of the country. The President issued his proclamation against the movement, but with little effect. Several hundred men, under one Van Rensselaer, actually crossed from Schlosser, about a mile and a half above Niagara Falls, and took possession of a desolate spot called Navy Island, near our shore, but within the British line. The return outrage committed by Canadians in burning the Caroline on our own shore inflamed the general feeling. Blood was actually shed in this last affair. But after much excitement, and the prospect for many weeks of a general popular invasion of Canada, the armed dies who hovered constantly on our border, ready to cross into the provinces, were gradually

Should we go on with later and more familiar examples the same result would be manifest. In 1839 and 1840, during the great Aroostook controversy, the disputed territory was actually occupied by Maine militia, and everything betokened an instant invasion of Canada. President Van Buren announced by special message to Congress that "the peace of the two nations is daily and imminently endangered," and Congress harried through a war act, authorizing the President to call out the militia for six months, and to accept the services of 50,000 volunteers, and appropriated \$10,000,000 for these purposes. We all know how this affair, which looked like instant war and the tall of both Canadas, really ended—quietly and bloodlessly. So it was with the Oregon difficulty, which came later.

dispersed. The speedy end of the French-Cana

dian revolt had, in fact, taken away the ground

Queerly enough, there seems to be a sort of fatality hitherto preventing Canada from being invaded. At one time we find ourselves in war with England, and by incompetency of ommanders or the tailure to supply force enough, the series of Canada invasions all come to nothing. Next, we find popular movements for the invasion of Canada frowned upon and crushed by Government, in preservation of the new testing the testing the new testing testing the new testing vation of its neutrality. Finally, war which seemed inevitable and whose first step would have been the overrunning of Canada by our arms has been twice or thrice pacifically settled. Let not our Canada neighbors, therefore, get irightened too soon. It is true that a "last time" comes. Having cried "woif!" so often, that unwelcome intrader may at last present himself in the shape of a full-blooded Fenian to the disconcerted Canadian. But history, at least, shows many crises to Canada more exciting and dangerous than the present one, so far as it has yet been developed .- Army and

Can a man keep his feet dry when he has a

Fire at Newark.

AN OIL REFINERY EURNED-ONE MAN ETLLED-TWO OTHERS SUPPOSED TO BE DEAD. The oil refinery of Messrs. Lyon & Bedell, Nos. 45 and 47 Railroad avenue, Newark, N. J., took fire about nine o'clock this morning. It began with an explosion, from what cause has not been reported. The fire burned rapidly, and there was a brisk shower of rain. At ten o'clock the firemen had secured control of the

Three persons were supposed this morning to have been burned to death. The body of a man said to be that of one of the owners of the refinery, Mr. Lyon, was taken from the building; and a search for other bodies was made. Other particulars will be received in the course of the day .- N. Y. Evening Post, 29th.

Three Hundred Thousand Gipsies in Rou-

mania. The Pall Mall Gazette says that there are three hundred thousand gipsies in the Danubian Principalities, those countries having been the first and main European camping ground from which the wanderers were alterwards diffused all over the West. One has only to look at any modern Wallachian, it adds, especially of the upper or town-reared classes, to be convinced of the strong dash of gipsy blood in his veins, so speaking is the languid fustre of his eye, and so much darker is his complexion than that of any of his neighbors. But his moral nature is yet wilder and more Bohemian than his ohysical. Prince Couza's minister of police, who shared his master's downfall, seems to have been neither more nor less than a mere receiver of stolen jewelry. When his trunks were opened they found the diamonds of a great Roumanian matron, missing for a year.

Death of Professor 8 mith, of the Naval Academy.

The papers inform us of the sudden death of A. W. Smith, LL.D., Professor of Mathematics in the United States Naval Academy at Annapolis. Dr. Smith was a native of Madison county, n this State, and a graduate of Hamilton College, and from 1832 a Professor of the Wesleyan University, Connecticut, of which he was also President for several years. In 1850 he received an appointment in the Naval Academy, which he held with honor until his death. He died at Annapolis, March 22d, of pneumonia, after a short illness, aged sixty-four.

we wish that the vacancy, so unexpectedly occasioned, might be filled by the selection of another man of equal ability, and as well fitted for the place by the sauvity of his manners, his firmness in duty, and general dignity and weight of character.—N. Y. Evening Post, March 29th.

Colored Masons in Richmond.

It is not igenerally known that there has been recently established in this city a Lodge of colored Masons, bearing the name of "James River." Peter Randolph, a preacher, formerly of Virginia, but for twenty-five years past a resident of Boston, and now pastor of Ebenezer Baptist Church, is Master, and John Oliver, Secretary. They claim to work under a dispensation from the Grand Lodge of Massachasetts, and number about twenty-five members. Of these a lew are from the former negro population of Richmond. It is said that they are exceedingly rigid in passing upon such candidates as express a disposition to be put through.—Richmond Whig.

Great Emigration from Ireland.

According to the Cork Examiner, upwards of four thousand persons left Ireland during the first week of the present month, going to the United States by way of Queenstown. It is estimated that two-thirds of the number were of the middle and farming class. The farmers were complaining last year of the want of laborers to gather in the harvest; but if the emigration continues at the present rate (says the Examiner) tinues at the present rate (says the Examiner), one thousand five hundred a week, they will certainly have more cause to complain this year, as those leaving now are mostly of that class, About six hundred passengers are now waiting leaving now are mostly of that class, in Queenstown to get away by the steamers.

DYEING, SCOURING, ETC. FRENCH STEAM SCOURING

ESTABLISHMENT,

No. 510 RACE Street.

We beg leave to draw your particular attention to our new French Steam Scouring Establishment, the first and only one of its kind in this city. We do not dye, but by a chemical process restore Ladies, Gentlemen's, and Children's Garments to their original states, without injuring them in the least, while great experience and the beat machinery from France enable us to warrant perfect satisfaction to all who may favor us with their patronage. LaDIES' DRESSES, of every description, with or without Trimmings, are cleaned and finished without being taken apart, whether the color is genuine or not.

Opera Cloaks and Mantilias, Curtains, Table Covers, Carpets, Velvet, Ribbons, Kid Gloves, etc. cleaned and reunished in the best manner. Gentlemen's Summer and Winter Clothing cleaned to perfects n without injury to the stuff. Also Fiags and Banners. All kinds of stains removed without cleaning the whole. All orders are executed under our immediate supervision, and examination of our process is respectfully solicited.

ALBEDYLL & MARX,

No. 510 RACE Street. THE STATEN ISLAND FANCY DYEING
ESTABLISMENT, AT THE OLD STAND,
No. 47 N. 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 ofter superior inducements to those having Sik, Woollen or Fancy Goods for DYEING OR CLEANSING.

BARRETT, NEPHLEWS, & CO.,
No. 47 N. FIGHTH Street, Philadelphia, Nos. 5 and 7 JORN Street New York,
No. 718 BROADWAY, New York,
3 3 Im No. 269 FULTON Street, Brooklyn.

N EW YORK DYEING AND PRINTING ESTABLISHMENT, Staten Island, No. 40 N. EIGHTH Street.

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 garments and wear ing apparel of every kind Dyed and Cleaned in the most perfect manner. Stains and spotsremoved from garments without being ripped.

Merch ants having goods of undesirable colors can have them redyed in superior style.

129 mw/3m

GAS! GAS!! GAS!!! REDUCE YOUR GAS BILLS.

Stratton's Regulator for Gas Burners,

(Patented November 21, 1865.)

It is a matter of considerable importance to gas consumers generally, and or especial importance to all keepers of botels and large boarding houses, to have such gas burners as will admit or being easily and permanently adjusted to suit the special requirements of the locality of each; because those who have not to pay the bills feel but little or no interest in economizing the gas, and sometimes carelessly, or thoughtlessly, turn on twice or thrice as much as would answer their needs.

Call and examine, or send your orders to

STRATTON & CO., AT THE FLORENCE OFFICE. No. 630 C ESNUT Street, Philada. Retail price, 35 cents each. 2 12 mwf2m

RAILROAD LINES.

ORANGE AND ALEXANDRIA RAILROAD.—
On and airer MONDAY, Pebruary 12, two daily trains will run between Washington and Lynchburg, connecting at Gordonsyl le with Virginia Central Railroad trains to and from Richmond, as follows:

Lave Washington daily (bunday excepted), at 6.45
A. M., and arrive at Lynchburg at 5.45 P. M.
Leave Lynchburg at 7 A. M. and arrive at Washington at 5.26 P. M.
Express Train.

Leave Washington cally (including Sunday) at 6.05 P.
M. and arrive at Lynchburg at 6.00 A. M.
Leave Lynchburg at 6.00 r. M. and arrive at Washington at 5.10 A. M.
Both trains making close connections at Lynchburg for all points South and South

ton at 6-16 A. M.

Both trains making close connections at Lynchburg for all points South and Southwest, and at Washington for North and Northwest.

First-class sleeping cars will be attached to the night trains.

trains.

The road is attractive, not only for its comfortable accommodations, but for the fact that it passes the now historic localities of Fairfax, Buil Run, Manassas, Bristoe, Catlett's, Rappahanneck. Culpeper. Orange, and Gordonsville, places of imperishable interest in the popular mind.

Through tickets to all points South and Southwest
may be had in Boston, New York, Philadelphia, and
Baltimore, and at the offices of the road in Washington
Alexandria.

W. H. McCAFFERTY,
General Supe intendent.

56 P. M.
ON SUNDAYS.
Leave Philadelphia 9 A. M., 2%, and 7 P. M.
Leave Manayank 7% A. M., 5%, and 8 P. M.
W. S. WILSON, General Superintendes,
Depot NINTH and GREEN Stre te

PEADING RAIL ROAD.

GREAT TRUNK LINE
FROM PHILADELFHIA TO THE INTERIOR OF
PENNSILVANIA. THE SCHUYLKILL,
SUNGURHANNA. CUMBERLAND.
AND WYOMING VALLEYS.
AND NORTH, NORTHWEST, AND THE CANADAS.
WINTARAIRANGEMENT OF PASSENGER TRAINS.
Leaving the Company's Depot, at THIRTEENTH
and (ALLOWHILL Streets Philadelphia, at the following hours.

MORNING MAIL. PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILBOAD.
TIME TABLE.
Commencing MONDAY, March 26, 1866, Trains will leave Deput corner o EROAD Street and WASH-INGTOR Avenue as follows:

Express Train at 4:15 a.m., (Mondays excepted), for Baitmore and Washington, stopping at Chester, Wilmington, Perryville, Havre de-Grace, Aberdeen, Perryman's Magnona, Chase's and Stemmer's Rus.

Delaware Raffrond Train at \$15 a.m., (Sundays excepted) for Princess Anne, Millord, and Intermediate staticus.

cepted) for Princess Anne, Millord, and intermediate staticins.
Way Mail Train at 9.15 A. M. (Sundays excepted) for Bal imore, stopping at Chester, Thurlow, Linwood).
Claymont, and all regular stations between Wilmington and Baltimore. and Baittmore

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

Express Train at 2 46 P. M. (Sundays excepted), for
Baittmore and Washington. Stopping at Chester, tlaymont, Wlimbigton. Newark. Ekkton, Sortheast. Perry,
vill o Bayre-de-Grace. Aberdoen, Perry man's, Magnola, Chase's and Stemmer's Run.

Night Express at 11 66 P. M. for Baittmore and Washington. Passengers by Boat from Beltimore for Fortress Mon-roe Norfelt, City Point, and Richmond, will take the 1145 A. M. Irab. WILMINGTON ACCOMMODATION TRAINS.

mington:— Leave I hiladelphia at 8 15, 11-15 A. M., 2-30, 5-30, and 11-30 P. M. The 2-30 P. M. Train connects with Dela-ware Hailroad for Barrington and Intermediate ware Railroad for Barrington and Intermediate stations Leave Wilmington 700, 815, and 930 A. M., 300 and 5.00 P. M. 5-60 P. M.
Trains for New Castle leave Philadelphis at 8-15 A.
M., 8-30 ar d 5-30 P. M.
THROUGH TRAINS FROM BALTIMORE

RAILROAD LINES.

Tilrough Trains From Baltimore
Leave Wilmington at 12 M., 430, and 10 P. M.
CHESIER FOR PHILADELPHIA.
Leave Chester at 8*1, 858, and 10 14 A. M., 12*37, 3*43,
5*01, 5*44 and 10*36 P. M.
FROM BALTIMORE TO PHILADELPHIA.
Leave Raltimore 8:30 s. M. Way Mail; 9:20 A. M.,
Express; 1 10 P. M., Express; 6:85 P. M., Express; 8:25
P. M., Express
TRAINS FOR BALTIMORE
Leave Chester at 4*49 and 9:52 A. M., and 3:23 P. M.,
Leave Wilmington at 5*23 and 16:33 A. M., and 4 P. M.
SUNDAY TRAINS
Express Train at 4:15 A. M. for Baltimore and Washington, stopping at Chester, Wilmington, Perryville,
Havre-de-Grace. Aberdeen, Perryman's, Magnolin,
Chase's and Stemmer's Run. hase's and Stemmer's Run. Night Express 11:00 P. M., for Baltimore and Wash-Accommodation Train at 11:30 P. M. for Wilmington

and intermediate stations.

BAI/IMORE FOR PHILADELPHIA.

Leave Bailimore at 8:25 P M. . istopping at Havre-deGrace. Perryville and Wilmington. Also stops at Elkton and Newark (to take passengers for Palladelphia,
and classer to leave passengers from Bailimore or
Washington. Mashington.

A special train will leave Wilmington for Philadelphia and intermediate Stations at 6:30 P. M.

Freight Trains, with Passenger Car attached, will leave Wilmington for Perryville and intermediate stations at 6:39 P. M. Leave Baltimore for Bayre-de-Grace and intermediate Stations at 4:45 P. M.

3.12

H. F. KENNEY, Superintendent.

PENNSYLVANIA CENTRAL RAILROAD.—
SPRING A BRANGEMENT.
The Trains of the Pennsylvania Central Railroad leave the Depot. at Thirty-first and Market streets, which is reached by the cars of the Market Street Passenger Ballway, running to and from the Depot. The last car leaves From 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.

Trains.

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

ł	TRAINS LEAVE DEPOT, VIZ. 1-	
I	Mail Train	A. M.
1	Fast Lineat 12 00	M
١	Park esburg at 1 00	P. M.
1	Barrisburg Accommodation	91
ı	Lancaster Accommodation,at 4:00	8.6
1	Paoli Train, No. 2 5:30	
۱	Erie Mail*at 9 00	64
ŀ	Philadelphia Express	46
١	TRAINS ARBIVE AT DEPOT, VIZ. 1	
1	Cincinnati Express:at 1:10	A. M.
ı	Philade phia Expresst 710	44
1	Paoil Accommodation, No. 1at 820	68
١	Parkesburgat 9:00	
١	Lancaster Trainat 12:30	P. M.
۱	Fast Lineat 1:10	- 11
۱	Fast Line	**
	Day Express	68
J	Harrisburg Accommodationat 9:10	14
1	* Daily, except Saturday, † Daily, † Daily, e	xcept
1	Monday.	
9	All other Trains daily, except Sunday,	
П	The Pentarlyania Palisonal Company will not a	EDWARD O

The Pentsylvania Raliroad Company will not assume any risk for Bagpage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owners, unless taken by special

Gentract.

TICKET OFFICES

Have been opened at No. 521 Chesnut street, Continental Hotel, and Girard House, where Tickets may be pround to all important points in Pennsylvania, as well as the West. Northwest and Southwest; and full particulars given as to time and connections by JOHN C. ALLEN. Ticket Agent.

The Ticket Office at West Philadelphia will be continued as heretotore, where all intormation respecting The Ticket Office at west Philadelphis will be continued as beretotore, where all information restrecting routes, as well as Tickets, can be had on application to THOMAS H PARKE.

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

No. 137 DOCK Street. NORTH PENNSYLVANIA RAILROAD.

Depot, THIRD Street, above Thompson.

or BETHLEHEM, DOYLESTOWN, MAUCH
NK, EASTON, WILLIAMSPORT, and WILKES BARRE., At 730 A. M. (Express), for Bethlehem, Allentown, Mauch Chunk, Hazleton, Williamsport, and Wilker-

At 730 A. M. (Express), for Bethlehem, Allentown, Mauch Chunk, Hazleton, Williamsport, and Wilkerhaire.
At 330 P. M. (Express), for Bethlehem, Easton, etc., reaching Easton at 645 P. M.
At 315 P. M., for Bethlehem, Allentown, Masch Chunk, Danville and Williamsport.
For Doylestown at 835 A. M., 230 and 445 P. M.
For Lansdale at 645 P. M.
White cars of the Second and Third Streets Line City Passenger Cars run direct to the depot.
TRAINS FOR PHILADELPHYA.
Leave Bethlehem at 625 A. M., 345 and 530 P. M.
Leave Doylestown at 630 A. M., 345 and 530 P. M.
Leave Lansdale at 640 A. M., 345 and 550 P. M.
Leave Lansdale at 640 A. M., 345 and 550 P. M.
Leave Fort Washington at 1050 A. M., and 245 P. M.
Philadelphia for Bethlehem at 9 A. M.,
Philadelphia for Bethlehem at 9 A. M.
Doylestown for Philadelphia at 4 P. M.
Through Tickets must be procured at the ticket offices
THIRD Street, or BERES Street.

85

FREIGHT LINES FOR NEW YORK AND REIGHT LINES FOR NEW YORK AND all the Stations on the Camder N and Amboy and connecting Railroads. Increased despatch.

The Camder N and Amboy Railroad And TRANSPORTATION COMPANY FREIGHT LINES for New York will leave Walnut Street Wharf at a o'c.ock F. M., daily (Sundays excepted).

Freight must be delivered before 45 P. M., to be for warded the same day. Returning, the above lines will leave New York at 12 noon, and 4 and 8 P. M.

Freight for Trenton. Frinceton, Kingston, New Brunswick, and all points on the Camden and Amboy Railroad; also, on the Helvidere, Delaware, and Ffeming, ton; the New Jersey, the Freehold and Jamesburg, as the Eurlington and Mount Holly Railroad, received and forwarded up to 1 P. M.

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

The New Jersey Centra Railroad connects at Elizabeth with the New Jersey Centra Railroad, and at Newark with the Morris and Essex Railroad

A slip memorandum, specifying the marks and numbers, shippers and consignees must, in every instance be sent with each load of goods or he receipt will be given. Increased facilities have been made for the transportation of Live Stock. Drovers are invited to ity the route When stock is furnished in quantities of two car-leads or more, it will be delivered at the foot of Fortleith street, near the Drove Yard, or at Pier No. I North river, as the shippers may designate at the time of shipment. For terms, or other information, apply to WALTIE FREEMAN, Fleight Agent.

The HILADELPHIA. GERMANTOWN AND

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

On and siter WEDNESDAY, November 1st, 1865, until Euriher Notice.

FOR GIRMANTOWN.

Leave Philadelphia 6, 7, 8, 9, 10, 11, 12 A. M., 1, 2, 3 '10, 33', 4, 5 55', 6, 7, 8, 9, 10, 11, 12 P. M.

Leave Germantown 6, 7, 75', 8, 8, 20, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 48, 6 65', 7, 8, 0, 10, 11 P. M.

The 82's cown train, and 3% spid 5% up trains will not stop on the Germantown Branch.

ON SUNDAYS.

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

Leave Germantown 8 A. M., 1, 6 9% P. M.

CHESNUT HILL RAILROAD.

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

Leave Chesnut Hill, 7:10 minutes, 8, 6:40, 1146 A.

Leave Philadelphia 6, 8, 10, 12 A. M., 2, 3, 334 5%, 7, 9, and 11 P. M.

Leave Chesnut Hill 7-10 minutes, 8, 9-40, 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 Chesnut Hill 7-40 minutes A. M., 12-40, 5-40, and 9-25 minutes P. M.

For E CONSHOHOCKEN AND NORRISTOWN.

Leave Philadelphia 6, 8-25 minutes, 11-95 A. M., 13-, 2-45-55-68, 8-65 minutes, and 11-8 P. M.

Leave Norristown 53-, 7, 750, 9, 11 A. M., 13-, 43-, 6, and 8 P. M.

The 53- P. M. train will stop at School Lane Wissanickon, Manayunk, Spring Mill, and Conshohocken only ON SUNDAYS.

Leave Philadelphia 9 A. M., 23-, and 7 P. M.

Leave Norristown 7 A. M., and 5 P. M.

Leave Philadelphia 6, 8-25 minutes, 11-95 A. M., 13-, 43-, 53-, 54-, 80-, and 11-8 P. M.

Leave Manayunk 68-, 74-, 8-20, 9-5, 113-, A. M., 2, 5, 3-25.

Leave Philadelphia 6, 8-25 minutes, 11-95 A. M., 13-, 43-, 55-, 55-, 60-, 8-05-, and 11-8 P. M.

Leave Manayunk 68-, 74-, 8-20, 9-5, 113-, A. M., 2, 5, 3-25.

Leave Philadelphia 9 A. M., 24-, and 7 P. M.

Leave Manayunk 68-, 74-, 8-20, 9-5, 113-, A. M., 2, 5, 3-25.

Leave Philadelphia 9 A. M., 24-, and 7 P. M.

RAILROAD LINES.

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

AFTERNOON EXPRESS
Leaves Philadelphia at 3-39 F. M., for Reading, Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railread train for Columbia, etc., and with Catawissa Railroad train for Milton, Williamsport, Elmira, Buffalo, etc.

READING ACCOMMODATION,
Leaves Reading at 6-30 A. M., stooping at all way stations, arrives in Philadelphia at 9-25 A. M.

Re urning, leaves Philadelphia at 9-25 A. M., arrives its Reading at 7-30 P. M., arrives its Reading at 7-30 P. M., arrives its Reading at 7-30 P. M., arriving in Philadelphia at 1-20 P. M., Atternoon trains leave Harrisburg at 1-42 P. M., and Pottsville at 2-45 P. M.; arriving at Philadelphia at 1-24 P. M., and Pottsville at 2-45 P. M.; arriving at Philadelphia at 1-25 A. M., and Harrisburg at 9-40 P. M.

Market train with a Passer ger car attached leaves Philadelphia at 1-2-45, noon for Reading and all way stations leaves Reading at 1-20 P. M., and Downington at 1-2-30 P. F. fc, Philadelphia and all way stations.

All the above trains run daily Sundays excepted.

Sunday trains leave Pottsville at 8-90 A. M., and Philadelphia at 3-15 P. M.

Passengers for Downingtown and intermediate poin take the 8-90 A. M., and 4-30 P. M., trains from Philadel.

Passengers for Downingtown and intermediate pointske the 8-00 A. M. and 4-30 P. M. trains from Philadel-bia. returning from Downington at 7-05 A. M. and phia, returning from Downington at 7.05 A. M. and 2.20 Noon.

NEW YORK EXPRESS FOR PITTABURG AND THE WEST.

Leaves New York at 9.10 A. M. and 8.00 P. M., passing Reading at 10 A. M., and 1.48 P. M. connecting at Harrisburg with lennsylvania and Northern Central Rulirosa Express Trains for Pittsburg, Chicago, Williamsport. Elmira, Baltimore, etc.

Equipming, Express Train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg, at 3 and 9.05 A. M., passing feading at 4.49 and 9.52 A. M., arriving at New York at 10 A. M. and 2.45 P. M. Sleeping Ca accompanying these trains throng retween Jersey City and Pittsburg, without charge.

Mail Train for New York leaves Harrisburg at 1.44 P. M. Mail Train for Harrisburg leaves New York at 12 Noon.

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

SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsville at 645 and 11:00 A. M., and 7:1 P. M., returning from Tamaqua at 7:35 A. M. and 1:40 and 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 4:50 P. M., and from Tremont at 7:50 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 Office of S Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or of G. A. Nicolis, General Superintendent Reading.

COMMUTATION TICKETS.

Reading. COMMUTATION TICKETS.

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

MILEAGE TICKETS.

Good for 2500 miles, between all points, at \$52.50 each, for families and firms

SEASON TICKETS.

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

CLI RGYMEN

Besiding on the line of the road will be furnished with cards, entitiling themselves and wives to tickets at half-lare.

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-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 6:40 r. M. for Reading, Lebanon, Harrisourg, Pottsville, Port 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.

LOR NEW YORK .- THE CAMDEN AND Amboy and Philadelphia and Trenton Railrow Company's lines FROM PHILADELPHIA TO NEW YORK and way places, from Walnut street whari, will leave as follows, viz.:—

At 5 A. M., via Camden and Amboy Accommods tion... 22.25

At 8 A. M., via Camden and Jersey City Express... 3:00

At 2 P. M. via Camden and Ambov Express... 2:25

At 12 M. (noon) and 8 P. M. via Camden and Amboy Accommodation (Freight and Passenger)... 2:25

At 6 and 11:20 P. M. via Camden and Amboy Accommodation (Freight and Passenger), 1st class ucket... 2:25

commodation (Freight and Passenger), ist class ticket.

225 ad Class Ticket... 2 and 5 P. M., for Mount Holly, and 2 P. M. for Freehold.

At 6 and 16 A. M. 2 and 5 P. M., for Mount Holly, Ewansville, Pemberson and Vincentown; at 6 A. M., and 2 P. M., for Freehold.

At 6 and 10 A. M., 12 M., 3 38, 5, 6, and 11 30 P. M., for Palmyra, Riverton, Delanco, Boverly, Edgewater. Burlington, Florence Bordentown etc. The 16 A. M. and 5 F. M. lines run direct through to Trenton.

LINES FROM KENSINGTON DEPOT WILL LEAVE At 11 15 A. M., 430 and 6 45 P. M., via Kensington and Jersey City Express.

33 '06 At 12 P. M. (Night) via Kensington and Jersey City Express. Express. 2.25
The 645 P. M. Line will run daily. All others Sundays

The 6:45 P. M. Line will run daily. All others Sundays excepted.

At 7:30 and II 15 A. M., 3, 3:30 4:30, 5 and 6:45 P. M., and 12 Midnight, for Bristot Treoton, etc.

At 7. M., 19:50, 3, 5 and 6:P. M. for Cornwells, Torrisdale, Homesburg, Tacony Wissinoming, Bridesburg and Frankord, and at 8 P. M. for Holmesburg and intermediate Stations

15:LVIDERE DELAWARE RAILROAD, For the Delaware River Valley, Northern Pennsylvania, and New York State and the Great Lakes. Two through trains daily (Sundays excepted) from Rensington bepot as follows:

At 7:30 A. M. and 3:36 P. M.

LINES FROM NEW YORK FOR PHILADELPHIA, Will leave from foot of Cortland street.

At 12 M. and 4 F. M., via Jersey City and Camden.

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

and Kensington.

From Pier No. 1 North river, at 6 A. M. and 2 P. M., via Amboy and Camden.

At 12 M. 2 and 6 P. M. (Freight and Passenger), via Amboy and Camden.

March 12, 1866. WILLIAM H. GATZMER, Agent.

March 12, 1866. WILLIAM H. GATZMER, Agent.

WEST JERSEY RAILROAD LINES.—
From toot of MARKET Street (Upper Ferry).

Daily, except Sundays.

FALL AND WINTER ARRANGEMENT.
Commencing WEDNESDAY, November 15, 1885.
For Bridgeton, Salem, and all Stations on West Jersey and Salem Bailroads, at 9 A. M. and 3:30 P. M.

For Milville and all intermediate Stations, at 9 A. M., and 3 1. M.

For t ape May and intermediate Stations at 9 A. M. to Milville, connecting with Freight Train Passenger Car attacked for Cape May, due 3:45 P. M., and 3 P. M., through Passenger oue 8 P. M.

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

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

Freight will be received at second covered wharf below Walnut street, from 7 A. M. until 5 P. M.

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

Freight delivery, No. 228 S. Delaware avenue.

day.

Freight delivery, No. 228 S. Delaware avenue.

J VAN RENSBELAER, 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 intrusted 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 Eric on Lake Eric. It has been leased and is
operated by the Pennsylvania Baliroad Company.
Time OF PANSENGER TRAINS AT PHILADELPHIA.
Arrive Eastward—bric Mail Train, 7 A. M.; Eric Express Train, 1 P. M.
Leave Westward—Eric Mail, 9 P. M.; Eric Express
Train 12 M.
Passenger cars run through on the Eric Mail, and Leave Westward—Eric Stait, S. F. M.; Eric Express
Train 12 M.

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

NEW YORK CONNECTION.

Leave New York at 9 A. M., arrive at Eric 915 A. M.,

Leave Pric at 1:55 P. M., arrive at Eric 915 A. M.,

Elegant Sleening Cars on all the night trains.

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

And for treight business, of the Company's Agents, S.

B. Kingston, Jr., corner Thirteenth and Market streets, Philadelphia; J. W. Reynolds, Eric; William Brown, Agent N. C. R. R., Baltimore.

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

H. W. GWINNER General Ticket Agent, Phila.

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

REVENUE STAMPS, REVENUE STAMPS, or all descriptions, Or all descriptions,

Always on hand,
AT FLORENCE SEWING MACHINE CO.'S OFFICE,
AT FLORENCE SEWING MACHINE CO.'S OFFICE,
No. 680 CHESNUT Street,
No. 680 CHESNUT Street,
One door below for some One door below Seventh street, One deer below Seventh street. The most liberal discount allowed. The most liberal discount allowed. 25

THE STAMP AGENCY, NO. 304 CHESNUT AS HERETOFORE. STAMPS OF EVE Y DESCRIPTION CONSTANTLY ON HAND, AN ANY AMOU.

GOVERNMENT SALES,

SALE OF MANURE Assistant Quartermaster's Office. |
Philadelphia Dirot. March 29 1866. |
Will be sold to the high at bidder, at Public Auction, on 'UESDAY, the 3d day of April, 1866. at 1 o'cleex P. M., at the Government Stables, 9 WENTY TRIKO and WALNUT Streets, Philadelphia, Propressional delphia, Pennsylvania,
FORTY WAGON LOADS OF MANURE.
Terms—Cash, in Government lunds.
By order of

Brev. Brig.-Gen GEORGE H CROSMAN. Assistant Qr. M. General D S Army, HENRY BOWMAN, Captain and Assistant Q. M. 3 29 4t SALE OF GOVERNMENT VESSELS AND BARGES,
ASSISTANT QUARTERMASTIR'S OFFICE,

Assistant Quartermastic's Office,
Philadelphia Derot, Morch 29, 1866

Will be sold at Public Auction, at the Government Wharf, Hanover Street. Delaware avenue.
Philadelphia, rennsylvania on IUEsDAY, april 8, 1866, commencing at 10 o'clock A. M., the following named Steamers and Barges, viz.:—
Steam Propeller "H. J. DEVINNEY"
Steam Ferry Transport "WELLES."
Barge "W. H. PLAFFE"
The above vessels lie at Hanover Street Wharf, where they may be examined.
Ierms—Cash, in Government Funds,
By order of
Brov, Brig-Gen, GEORGE H. CROSMAN,
Assistant Qr. M. General U. S. Army.

Assistant Qr. M. General U. S. Army, HENRY BOWMAN, 3 29 4r Captain and Assistant Quartermaster. SALE OF MANURE.

QUARTERMASTER GENERAL'S OFFICE,)

WASHINGTON, D. C., February 23, 1863

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. cents per cubic yard. Two or more boats (according to size) can be loaded

per day. Terms—Cash in Government funds. By order of the Quartermaster-General.

JAMES A. EKIN,
Brevet Briendier-General,
2 27 29t In charge First Division Q. M. G. O.

UNITED STATES MILITARY RAILROADS WASHINGTON, D. C., March 14, 1866.

AUCTION SALE OF UNITED STATES MILI-TARY RAILROAD MATERIAL.
Will be sold at public auction at Alexandria, Va., on TUESDAY, April 10, 1866. 2 first-class 1.0co motive Engines, 4 feet Sj-inch pange; cy inders, 15x22; weight, 25 tons 4 Fassenger Cars.

2 Stock Cars. 4 Platform Cars. Small Truck Cars. 21 Trucks for Freight Cars. 18 pairs Wheels on axles. 2 Steam Pumping Engines. Stationary Engine. 12 Henderson Pumps, 200 ions second-hand Railroad Iron (good). A large quantity of

20 Box Freight Cars.

Frogs, Nails, Switch Fixtures, Mauis Car Couplings, Bar Iron, Picks, Stoves. borings, Sperm Oil, etc. Nuts, Sperm Oil, etc 20 Buildings, from 10x12 to 200x40 feet. Let of Office Furniture. Contents of Printing Office.

Contents of Printing Office.

A large quantity of new Shelf Hardware.

1 Herring Sate.

1 Saloon Car, 4 feet 84-inch gauge, elegantly finhed and jurnished with black walnut, trimmed with green plush; double trucks, with broad tread-

heels.
Sale to commence at 10 A. M.
Terms cash, in Government funds.
H. L. ROBINSON,
B16 fmw10t Bvt. Brig.-Gen., A. Q. M. BUREAU OF ORDNA-NCE NAVY DEPARTMENT. WASHINGTON CITY, February 28, 1896. }

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. H., one hundred and eighty-five thousand nine hundred and sixty-nine (185,969) pounds NAVY POW DER, as follows:

DER, as follws:-181 600 pounds Cannon Powder. 29 219 "Rifle "
25,150 "Musket "
These Powders will be divided into lots of one hendred 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, Chief of Bureau. 31 thm12t

SALE OF GOVERNMENT AMBULANCES, ARMY WAGONS, AND CARTS CHIEF QUARTERMASTER'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 Brovet Colonel C. H. Tompkins, Q. M., on
hiONDAY, April 2, 1866, at 10 o'clock A. M., the
following mentioned Government property, viz

following mentioned Government property, viz.:—

100 to 200 Light Ambu ances,
300 to 500 Army Wagens,
which will be sold suggly, 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, Depot of Washington.

THOMAS BIRCH & SON, AUCTIONEERS.

No. 1110 CHESNUT STREET.

A ONE-HORSE POWER

AMATEUR ENGINE.

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

HALLENGE LIGHT!

Paragon Oil and Safety Lamps. BRIGHT LIGHT-THREE HOURS-ONE CENT No chimney! No smoke! No grease. Sold by Inventors,

KELLY & NEEL. No. 911 MARKET Street. AGENTS WANTED.

Also, Dealers in Sosps and Coal Oil. Machinery Oils, warranted not to gum or chill, \$1.25 per gallon. 3 15 MARRIAGE GUIDE,

BY DR. WILLIAM YOUNG. MARRIAGE GUIDE, by DR. WM. YOUNG,
MARRIAGE GUIDE, "There are more things 'twixt
Heaven and earth, Horatio, than are dreamt of in our
philosophy."

Let no young man ester the obligations of married Him

philosophy."

Let no young man ester the obligations of married life without reading every page of DR YOUNG'S MARBIAGE GUIDE; or. Every One His Own Doctor. It discloses facts that every one should be acquamted with, it contains one hundred engravings, explaining the anatomy of the human system, both make and female, with useful information that every one should know.

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

3 17 t No. 416 SPBUCE Street, above Fourth.

GOVERNMENT SALES.

SALE OF GOVERNMENT PROPERTY

MACON, GA.

By direction of the SECRETARY OF WAR, all LUILDING MATERIALS,

EUILDING MALERIALS,
SIKAM ENGINES,
MACHINERY, TOOLS,
LEON, COPPER, LUMBER,
AND STORES OF VARIOUS KINDS,
which were collected at Macon, Ga, by the Consederate deverament, for the erection and permanent eperation of a large armory, laboratory, and

arsenal; and also TOOLS, MACHINERY, AND MATERIALS collected from iron works and armories in the States of Alabama and Georgia, will be sold at PUBLIC AUCTION.

PUBLIC AUCTION.
Among the articles to be sold are:
9,000 ibs. Copper—pigs.
42,000 ibs. Copper—round rod.
88,000 ibs. Copper—bar. 20,000 lbs. Coppor—sheet. 200,000 lbs. Wrought Iron—bar and rod. E(0 tons Pig Iron

750 tons Cast Iron-unserviceable shells 54,000 lbs. Lead—pies
45,000 lbs. Tin—block and sheet.
4,000 lbs. Chain—crane and cable.
15,000 yards Cloth—Cetton, English Serge, offed
and enamelled.
32,000 lbs. Powder.

8,000 seet Beiting - gum and leather, assortes 200 Machines-Drills, Planers, Milling, Screwcutting, Steam and Trip-hammers.

Besides:-Besides:

Barness,
Saddles.
Horse Equipments.
Infantry and Cavalry Accountements,
Blankets.

Wagon and Gun Carriage
Fores,
So broken Gun Carriages.

PAINTS AND OILS.

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

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

80 broken Gun Carriages,

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

101d.
Terms - Cash, in United States currency.
D. W. FLAGLER,
Captain Ord. Brev. Lt.-Coionel,
Com. Augusta Arsenal.

AUCTION SALE OF HOSPITAL STORES WHISKY, WINES, ETC. MEDICAL PURVEYOR'S OFFICE, WASHINGTON, D. C., March 21, 1866.

Washington, D. C., March 21, 1868.
Will be sold at Public Auction in this city, at the
Judiciary Square Warehouse, back of the City Hall,
on WEDNESDAY, the 18th day of April next, at 10
o'clock A. M., the following articles of Hospital
Stores and Liquors, no longer required for the use of
the Medical Department of the army, viz.:—
Afrow Root... 10,000 'bs Dessicated PotaBarley...... 10,000 ''
Corn Starch... 10,000 ''
Corn Starch... 10,000 ''
Corn Starch... 10,000 ''
Cinnamon, Fowd. 1,000 ''
Farina... 20,000 ''
Cinnamon, Fowd. 1,000.''
Farina... 20,000 ''
Tapioca..... 10,000 ''
Concept'd Milk. 20,000 ''
Ginger..... 1385 ''
Ext. of Coffee... 3,762 gal in bbls..... 50
Beads... 000 lbs Ingragona Wine,

iarge 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 Furveyor, U. S. A.

BUREAU OF ORDNANCE.

NAVY DEPARTMENT,
WASHINGTON CITY, March 2, 1866.

SALE OF NAVY POWDERS AT THE NAVY
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
3d day of April, 4866, four thousand four hundred
and ninety-nine (4499) barrels Navy Powders.

These Powders will be sold by sample, in lots of
one hundred, two hundred, and three hundred
barrels. Purchesers to furnish barrels into which
the powders may be emptied from the tanks.

Terms—One half cash in Government funds, and
the remainder on the 1cknoval of the Powders, for the remainder on the removal of the Powders, for which a period of ten days will be allowed. It not then removed the Powders will revert to the Govern-

H. A. WISE.

3 3swi4 1

PROPOSALS. DROPOSALS, - SEALED PROPOSALS, IN M., MONDAY, the 16th day of April, 1866, for the delivery of 6000 head of BEEF CATTLE on the hoof,

delivery of 6000 head of BEEF CATTLE 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 not (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 Stars, Bulls. Cows. or

marketable quality. No Stags, Buils, Cows, or heiters will be received. Whenever, in the opinion of the A. C. S. for Indians, at Fort Sumner, the cattle presented do not rulfil the conditions here set forth, as many as do not will be rejected. Ten per cent. of money due contractors will be retained until the contract is ini-

Two responsible persons must sign each bid, guaranteeing that it the contract is awarded to the party or parties therein proposing they will enter into ample bonds for the faithful fulfi ment of the contract, and when the parties thus offering as surcties 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 em-recovered to administer outles. owered to administer oaths. The parties to whom this contract is let will be ex-pected to fill the contract the mselves—any sub-letting of the contract will be considered as a failure to com-

of the contract will be considered as a failure to comply with the contract, and the contractor will be held 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, 31 23t A SSISTANT QUARTERMASTER GENE-

RAL'S OFFICE.

PHILADELPHIA, March 23, 1866.

Sealed Proposals will be received at this office until
THURSDAY, the 5th of April next, at 12 o'clock M.,
for immediate delivery at the Schuyfkill Arsenal, in

tor immediate delivery at the Schuyikii Arsenal, in merchaniable packages of—
10.800 Brass Rings, 1j inches.
10.000 Iron Wire Snaps (Hotchkiss' patent), j inch.
15,000 Iron 'D' Rings, j inch.
500 Ibs. Copper Rivets. assorted.
500 Ibs. Flax Sewing Twine.
ALSO.
40,000 yards 56-inch Burlaps; to be delivered at the rate of 5000 yards per week.

Parties of fixed 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 this advertisement, a copy of which should accompany each proposal.

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 he, in every respect, equal to sample, otherwise the proposals will not be considered.

Bids will be opened on Thursday, the 5th day of April next, at 12 o'clock M., when bidders are reuested to be present. Each bid must be guaranteed by two responsible Each bid must be guaranteed by two responsible persons, whose signatures must be appended to the guarantee, and certified 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 turnished on application at this 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 the insert the name of the article offered)"

By order of Brevet Brigadier-General GEORGE, H. CEOSMAN, Assistant Quartermaster-General Visites States Army.

United States Army. HENRY W. JANES, Captain and Assistant Quartermaster, Brevet Major United States Army, 3 23 t4 5 United States Army.