CONGRESSIONAL PROCEEDINGS.

The following are the Congressional proceed ings of yesterday, continued from our Fourth Edition :-

Washington, January D.

Senate. Mr. HENDRICKS, of Indiana, argued against the resolution appointing three agents in each State, and after a short discussion further consi-

ion was postponed until to morrow. 12 50 the bill to admit Nebraska was taken up. JOHNSON, of Maryland, took the floor in opposition to the amendment imposing negro suf-frage as a condition of the admission of the State. It had never been maintained until now, he said, that Congress had a right to form a constitution for the people of a new State, and this amendment propered to do that. Congress had power to admis new State, but none whatever to make a constitation for a State applying for admission. The amendment, he said, destroyed the equality of the States guaranteed by the Constitution.

Mr. SUMNER, of Massachusetts, took the floor

an explination of the vote he was about to give. He should prefer the amendment of Mr. Brown, ant if that was not adopted, he would vote for the amendment of Mr Edmunds.

After further discussion, the question came up on Mr. Edmunds' amendment, as a substitute for

he amendment of Mr. Brown.

the ameridment of Mr. Brown.

This was disagreed to by the following vote:
Yeas—Mezers. Authony, Chandler, Conness. Cragin.
Crassesti, Edmunds. Fogs. L. ne. Morriit. Bamsey.
Boss. Mewart. Van Winkle. Wate and Willey—15.
Mays—Mesers. Buckslew, Dixon, Fessenden. Foster, Grimes, Hendricks, H. ward, Hows. Johnson, Morgan, Neswith, Nor on Patterson, Poland, Biddle.
Bemene and Williams—17.

The question then was upon the following amendment of Mr. Browns:

"Prayeded, that this had shall not take effect ex-

"Provided, that this act shall not take effect ex-cept upon the fundamental condition that within the Sinte of Nebraska there shall be no denial of the elective franchise or of any other rights to any person by reason of race or color, and upon the further condition that this fundamental condition all votes given at such election shall be returned to such Governor within — days from the day of the election, who shall forthwith canvass the same, and if a majority of such votes shall be for this condition, the Governor shall certify that fact to the President of the United States, who shall, by proclamation, annuance the fact, whereupon, without further proceedings on the part of Congress, this act shall take effect."

Mr. WADE, of Ohio, said he hoped that all the

friends of the bill would vote against this.

Mr. SUMNER, of Massachusetts—I hope all the true friends of the bill and of human liberty will amendment was disagreed to-yeas S, nays

M, as follows:
Yere - Messrs. C. wan, Edmunds, Festenden, G. imes, Howe, Morgan, Poland and Sumner - S.
Nays - Messrs Anthony, Buckalew, Chandler, Conness, Cragin, Cresswel, Dixon, Doclittle, Hendricks, Howard, Johnson, Kirkwood, Lane, Nesmith, Norton, Patterson, Ramsey, hiddle, Ross, Stewart, Van Winkle, Wade, Willey and Williams - 24.
Mr. EDMUNDS then offered, as an independent amendment, the proposition voted down, as recorded above, as a substitute for Mr. Brown's amendment, It was in these words: 24, as follows:

amendment. It was in these words: "That this act shall take effect with the fundamental and perpetual condition that within said State of Nebraska there shall be no abridgment or denial of the exercise of the elective franchies, or of any other right, to any person, by ceason of race or color, excepting Indians not WADE, of Ohio, said he hoped the friends

of the bill would vote for this amendment.

of the bill would vote for this amendment.

It was disagreed to—yeas 15, nays 18—as follows:

Yeas—Mesers Anthony, Chendler, Conness, Oragin,
Cresswell, Edmunds, Messenden, Fogg, Henderson,
Lane, Morrill, Poland, Eamsey, Boss, Stewart, Sumner, Van Winkle and Wade—18.

Nays—Mesers: Buckalew, Cowan, Dixon, Doolittle,
Foster, Grimes Hendricks, H. ward, Howe, Johnson,
Morgen, Neemith, Norton, Patterson, Riddle, Saulsbury, Willey and Williams—18.

Subsequently the bill was taken out of Committee of the Whole into the Senate, and the amendment just voted down was adopted by yeas 20, ment just voted down was adopted by yeas 20, nays 15, the two additional affirmatives being Messrs. Fowler and Sherman, who did not vote on the proposition in Committee of the Whole.

The question was then taken on the passage of
the bill as amended, and it was passed by the fol-

the bill as amended, and it was passed by the following vote:

Yeas-Measrs, Anthony, Cattell, Chandler, Conness, Oragin, Gresswell, Edmunds, Fogg, Fowler, Henderson, Howard, Kirkwood, Lane, Morrill, Poland, Ramsey, Boss, Sherman, Stewatt, Sumner, Van Winkle, Wade, Willey and Williams-24.

Nays-Measrs, Bucka.ew, Cowan, Dixon, Doclittle, Foster, Grimes, Hendricks, Howe, Johnson, Morgan, Nesmith, Norton, Patierson, Biddle and Saulsbury-15.

Absent or not voting-Mesars, Brown, Davis, Freiinghuysen, Guthrie, Harris, McDeugall, Nye, Pomeroy, Sprague, Trumbull, Wilson and Yates-12.

As passed, the bill is in the following language:

A bill for the admission of the State of Nebraska

into the Union.

Whereas, on the 21st day of March, A. D. 1864,
Congress passed an act to enable the people of Nebraska to form a constitution and State government, and offered to admit said State, when so formed, into the Union upon compliance with certain conditions therein specified; and whereas it appears that the said people have adopted a constitution, which, upon due examination, is found to conform to the provisions and comply with the conditions of said act, and to be republican in its form of government, and that they now ask for admission into the Union, therefore be it enacted, by the Senate and House of Representatives of the United States of America in Congress assembled. That the constitution and State government which the people of Nebraska have formed for them-selves be and the same is hereby accepted, ratified, and confirmed, and that the said State of Nebraska

shall be and is hereby declared to be one of the United States of America, and is hereby admitted into the Union upon an equal footing with the original States in all respects whatsoever.

Section 2. And be it further enacted, That the said State of Nebraska shall be and is hereby declared to be entitled to all the rights, privileges, grants and immunities, and to be subject to all the conditions and restrictions of an act entitled, "An act to enable the people of Nebraska to form a constitution and State government, and for the admission of such State into the Union on an equal Tooting with the original States," approved April 19, 1861.

Section 3. And be it further enacted, That this act shall go into effect with the fundamental and per-petual condition that within said State of Ne-braska there shall be no abridgment or denial of the exercise of the elective franchise, or of any other right, to may person by reason of race or color, excepting Indians not taxed.

A communication from the President was laid before the Senate transmitting a statement from the Secretary of the Navy, with accompanying documents, in answer to a resolution of the Senate directing the Secretary to communicate copies of all orders, instructions and directions made or maned from that department in relation to the employment of officers and other employes in the navy-yards of the United States; and also copies nunications issued or received in relation to similar employes at the Norfolk Navy-yard. Referred to the Committee on Naval Affairs. Mr. WADE, of Onio, called up the bill for the admission of Colorado, and it was taken up and read. It is in language similar to that just passed

for the admission of Nebraska.

Mr. EDMUNDS, of Vermont, offered an amendment in language identical with the third section of the Nebraska bill as passed, and it was adopted.

Mr. HENDRICKS, of Indiana, took the floor in opposition to the admission of Colorado.
Mr. DOOLITTLE, of Wisconsin, spoke against

Mr. BUCLITTLE, of Wisconsin, spoke against the bill.

Mr. SHERMAN, of Ohio, spoke in favor of it.

After some further discussion, which was participated in by Messrs. Willey, Williams, Edmunds, Wade and Doolittle, the bill was passed—yeas 23, nays 11, as follows:

Yeas-Messrs. Authory, Cattell, Chandler, Coppess.

nays 11, as follows:
Yeas-Messre. Anthony, Catte'l, Chandler, Conness,
Cragin, Creaswell. Edmunds, Fowler, Benderson,
Howard, Kirkwood, Lane, Morrill, Poland, Bamsey,
Boss, Sherman, Stewart, Sumner, Van Winkle, Wade,
Willey, Williams-23.
Nays-Messrs. Buckalew, Doolittle, Foster, Grimes,
Hendricks, Johnson, Morgan, Nesmith, Norson, Patterson, Riddle-11.
The bill, as passed, is in the language of the Nebrasks bill as given in this report.

braska bill as given in this report.

Mr. WADE, of Ohio, called up a bill annulling all laws of Congress or the territories, making distinction in the exercise of the elective franchise or other civil or political rights on account of

Pending the consideration of this bill, the Senate adjourned at 4.25 P. M.

House of Representatives. On motion of Mr. CULLOM, of Illinois, the Committee on Ways and Means was instructed to inquire into the expediency of so amending the revenue law as to exempt from income tax incomes to the extent of \$1000, and to tax all incomes

comes to the extent of \$1000, and to tax all incomes above that amount five per cent.

Mr. ALLEY, of Massachusetts, from the same committee, reported a joint resolution appointing the Mayor and Postmaster of the city of New York, the District Attorney of the United States in New York city, the President of the Chamber of Commerce of the city of New York, Jackson Schults, Charles H. Russell and Moses H. Taylor a commission to purchase the site for a building

for a post-office and United States Cours in the city of New York, in accordance with their report submitted to the Secretary of the Interior and Postmaster General, and by them approved, being the lower portion of City half Park, containing over, 30, 500 against Feet, an incriming the purchase thereof for the sum of \$500,000, and ject to the condition that the government of the United States shalf as pulsate that it shalf by used for public purchases only directing the commission to procure ses only directing the commission to produce and had estimates for a sultable building on such e, to be submitted to the Postmaster General and retary of the Interior, who shall communicate m, with such additional suggestions as fley think proper, to Congress, and an horizing Secretary of the Treasury to pay such such as y be necessary to carry the joint resolution offer.

hir. ALLEY made some remarks explaining and urging the passage of the resolution. He said that the property in question was worth at least four millions of dollars. One gentleman on the floor had said he would give three millions for it. The Commission had recommended an appropriation of a million and a half of dollars, to erect a build or a million and a half of dollars to erect a building, but in the opinion of the committee it would cost less to secure the site, and authorize the Commission to produce estimates and plans and submit them to the Secretary of the Interior and the Postmaster General, to be by them communicated to Congress, and then such an appropriation could be made as the facts of the case might seem to justify. The committee had thought best to go no further than simply recommend the purchase of the site, and let the Commission be continued. At the suggestion of Mr. RAYMOND, the re-ort of the Commission was read. Mr. CHANLER remarked that no mention was

In the Anile Remarked that no mention was made in regard to the disposition of the premises now occupied by the post-office in New York. He should like to hear what was proposed to be done with that very valuable property.

Mr ALLEY replied that the matter had been before the committee, and that it was thought best to recommend no action at present, inasmuch as the property would have to be occupied until the new building should be erected. It was supposed that it would sell for \$350,000, which would go far lowered naving for the nurchase of the new site. towards paying for the purchase of the new site.

Mr. CHANLE i inquired whether there was
any understanding in reference to the transfer or

any understanding in reference to the transfer or sale of the property now used as a post-office!

Mr. ALLEY declared that there was no such understanding, either real or implied.

Mr. CHANLER stated that it was currently understood in New York that the present post-office property was to be transferred to the Chamber of Commerce and to the Merchants' Exchange, instead of being sold for the benefit of the government.

Mr. ALLEY stated that he had heard no such information except from the gentleman (Mr. Chan-ler) himself. He did not believe there was any

ler) himself. He did not believe there was any such arrangement or understanding; and if there was it certainly could not be carried into effect without a special act of Congress.

Mr. DODGE, of New York, said that the matter of the New York Post-office was one of national importance. It was not simply a post-office for the accommodation of citizens of New York, but for the benefit of the entire country. The present post-office there was the old Dutch church, and was one of the most inconvenient buildings that was one of the most inconvenient buildings that could possibly be conceived. The vast increase of business in that city demanded that there should be a post-office of sufficient magnitude to permit business to be done rapidly, conveniently and economically. A few years ago the mails from Europe arrived only once a month by steamer. When the mails came to be bi-monthly there was a great increase of business. Now steamers arrived there daily from various parts of Europe, and he noticed that on last Saturday twelve large steamers had sailed from that port, each of them carrying mails. The mail matter at New York had increased in ten years from thirty to one hundred tons daily. The property now offered by the corporation of New York to the United States courts, at the property mand United States courts, at the nominal sum of \$500,000, would sell at auction for from three to five millions of dollars. This was an opportunity such as the government could seldom obtain, and he trusted that it would be immediately embraced.

Mr. BOUTWELL, of Massachusetts, intimated that he could not see the propriety of making the Mayor of New York one of the Commission.

Mr. ALLEY explained that this was simply a continuation of the original Commission.

Mr. WASHBURNE, of Illinois, moved to add nmissioners the name of Chas. H. Rogers,

of New York.
Mr. RAYMOND, of New York, thought that the importance of the Commission was greatly overrated by the gentleman from Illinois (Mr. Washburne), and the gentleman from Massachusetts (Mr. Boutwell). All that the Commission would have to do would be to take as a Commission under the government title from the city this real estate. When application was made to Congress, and Congress came to act upon it, for an appropriation to erect a building, it would then be quite competent for the gentleman from Illinois to furnish if he could, and as he trusted he would be able to do, honest men in New York it to be entrusted with this work. He believed that no suspicion was cast by any one on the integrity of any of the gentlemen now included in the Commission. He certainly had no objection to the gentleman named by the gentleman from lilinois, but he supposed that each member could

name a proper man who might desire to have connection with this business. He saw no sort of utility in making any change in the present Commission. No member who had been in the city of New York and had inspected the accommodations furnished to the post-office and the United States Courts there, would hesitate to say that they were a disgrace to the government. It was disgraceful that this government should have been served there for the last ten years in buildings that would be discreditable to any town of respectable size anywhere on this continent. The United States Courts there were now accommodated in what was formerly a theatre, at a rent of \$22,000 a year, and they were such accommo intions as no man would be content with for his pri-

tions as no man would be content with for his private business.

The amendment offered by Mr. Washburne, to add the name of Charles H. Rogers to the Commission, was agreed to, and the joint resolution so amended was read three times and passed.

On motion of Mr. DAWES, the Sergeant-atarms was directed to pay to Hen. D. W. Gooch, late member from Massachusetts, the amount of increased compensation from the commencement of the Thirty-night Congress to date of his resign.

of the Thirty-ninth Congress to date of his resig-Mr. BIDWELL, of California, introduced a bill

respecting the town site of Shnata, California, Referred to the Committee on Public Lands.

On motion of Mr. SPALDING, of Ohio, the Committee on Commerce was instructed to inquire into the expediency of giving increased compensation to keepers of light houses and light vessels of the United States.

the United States.

On motion of Mr. GRINNELL, of Iowa, the Secretary of the Interior was requested to inquire whether any modification of the third article of the treaty with the Choctaw and Chickasaw Indians, ratified June 28, 1866, can be made, whereby the 8000 persons of color among them may have their status as citizens define i, and may be allowed to select homesteads from the unoccupied lands.

Mr. MAYNARD, of Tenuesses, asked leave to

Mr. MAYNAKD, of Tennessee, asked leave to offer a resolution to modify the resolution of the 18th of January, 1866, instructing the Committee on Claims to reject all claims of citizens of the States lately in rebellion, so as not to apply to claims presented by loyal citizens of Tennessee. Mr. WASHBURNE, of Illinois, objected, and the resolution was not received. Mr. HOOPER, of Massachusetts, from the Committee on Banking and Currency, reported back an act to incorporate the National Safe Deposit Company of Washington, D. C. Read the third

time and passed.
On motion of Mr. PATTERSON, of [New Hampshire, the Secretary of War was requested to communicate information in regard to contracts for fire-arms, rifles, carbines and pistols made since April 5, 1864; whether any such contract has

been sub-let, and if so on what conditions.

The SPEAKER presented messages from the President of the United States as follows: Transmitting a report from the Secretary of War, with mitting a report from the Secretary of War, with accompanying papers, in answer to House resolution of the 13th of December, in reference to the murder of United States soldiers in South Carolina, and the conviction, respite and subsequent discharge on habeas corpus of the murderers. Referred to the Select Committee on the subject.

discharge on habeas corpus of the murdarers. Referred to the Select Committee on the subject. Transmitting a communication from the Secretary of the Navy in answer to House resolution of 19th December, as to the amount paid by the State Department for services rendered by naval vessels. Referred to the Committee on appropriations.

Transmitting a report from the Attorney General, as a partial reply to the House resolution of the 16th of December requiring a list of persons pardoned by the President since April 15, 1865. Referred to the Judiciary Committee.

Mr. MARVIN, of New York, presented the petition of many ditizens of Pulton and Saratoga counties, New York, praying for an appropriation of \$1000 per year to Samuel Downing, the only surviving soldier of the American Revolution.

Mr. O'NEILL, of Pennsylvania, presented the memorial of the Rev. W. H. Furness, George Coadwalader, Daniel Smith, Jr., and others, citizens of Pniladelphia, asking that the repeal of the law which retires officers at a certain age may be considered, and that no retirement may be made without the report of a Board of Examination.

The House proceeded to the consideration of the joint resolution introduced by Mr. Garfield on the 3d of January, giving additional compensation by

ertain comployes in the givil estrice of the govern-nent of Washington.
Several umendments were offered, discussed and

onded. Without taking the wore on the passage of the introduction the House, as half past four o'clock fourned.

## WASHINGTON.

Washington, January 9.

Spiratt on the Way Home. Secretary Welles to day received a telegram, by table, from Admiral Goldsborough, stating that he steamer Swarara left the European squadron sesterday, for the United States, with John Suratt on board. The prisoner is expected to arrive here about the last of January. Action of the Comptroller of the Cur-

reney.

It is the intention of the acting Comptroller of he Currency to require the National Banks to cep the amount in reserve of lawful money re-quired to protect their circulation in pisin legal ender notes, as the act authorizing the lesue of

compound interest notes.

The act of June 4, 1886, provides that such notes shall not be a legal tender for the redemption by any bank of its circulating notes. Senators from Nebraska and Colorado

General Thayer and T. W. Tiplowa. Senators elect from Nebraska, and Messas Evans and Chaif fee, Senators elect from Colorado, have been working industriously to secure the passage of the respective bills admitting these States into the Union The Senate to-day gave them a gratifying vote.

Some of the friends of this measure were been from the city, otherwise the inajority would have been larger. The declosed indications are that be histories will give a two-thirds vote in case of the

A Philadelphia Delegation in Washington A delegation of Philadelphia manufacturers ar-here, and have had an audience with the Commit-toe on Ways and Means, for the purpose of en-deavring to have removed the five-per cent, tax on goods, and to procure a drawback of three cents per pound on cotton, and all articles taxed before entering into the manufacture of goods. They also ropose a taxon all articles of tuxury which are not produced in this country, and represent that unless the tax was removed the government would lose many sources of revenue from manufacturers, besides throwing many thousands of operatives out of employment, and that their great competiout of employment, and that their great competers, England and Germany, tax no articles entering into the manufacture of goods. They promise the committee that if their petition is favored by Congress, manufacturers in this country can furnish goods cheaper than they can be imported.

Reception of General and Mrs Grant, General and Mrs. Grant's first public reception bis season took place to night. Among the very many delighted guests were the members of the tabinet; Secutors and Representatives; members of the Diplomatic Corps; officers of the army and wavy, with others of official prominence. About one-third of the company were ladies, and only a small number could find dancing accommodations, owing to the great pressure. Carriages were still erriving at 11 o'clock. The General and Mrs. Grant were evidently much gratified by the dense throng of friends, who were received by them with marked condulty. marked cordiality.

#### From Fortress Monroe.

FORTRESS MONROE, Jan. 8 .- A terrible fire occurred in Norfolk this morning, at one o'clock, which consumed the Atlantic Hotel, one of the rincipal and finest hotels south of Baltimore, and everal very valuable business sites.

The alarm was sounded at one o'clock, and the

fire department, hastening to the scene, found the hotel in flames. Notwithstanding their most strenuous exertions, the flames rapidly extended, communicating to the adjoining banking house of Chamberiain & Co. The supply of water in the cisterns and the artesian well soon became exhausted, rendering the exertions of the memor powerless. Very few persons were if the building, and many of these made narrow escapes. Four hours afterward nothing was left of the hotel but the outside walls.

the outside walls.

The origin of the fire, whether the work of incendiaries or not, has not been ascertained. It first broke out in what is called the carving room The proprietor, Mr. A. G. Newton, on being awakened by the watchmen, discovered all the corridors filled with smoke, and it was an hour afterward before the flames were seen issuing forth. The hotel was owned by a stock company, and was opened in 1859 by Mr. Newton. It has folk rendered especial assistance in rescuing the guests by means of their ladders, and the citizens

generously provided for those who had lost their The lose of these valuable buildings and busiess places is a heavy loss to Norfolk, which has just been recovering from several disastrous fires which occurred during the war, and the citizens are particularly severe on the city authorities for being so tardy in providing the necessary fire ap-

paratus and water facilities.

A subscription has already been started by several prominent citizens to purchase a steam fire engine and a large amount of hose. It is said that a few feet of hose more would have extinguished the fire when it first broke out, and saved one of the finest structures in the city.

the finest structures in the city.

The following is the statement of the insurance on the buildings destroyed:

Atlantic Howl — Manhattan Company, New York, \$5000; National Company, Baltimore, \$5000; Springfield Company, Massachusetts, \$5000; American Company, Nortolk, \$2500; Maryland Company, Baltimore, \$1000; Metropolitan Company, New York, \$1500. Amounting to \$20,000 insurance—the loss amounting to the same.

A. G. Nawton, the proprietor, idea in furniture.

A. G. Newton, the proprietor, lost in farniture took, wines, &c., about \$30,000, half of which is stock, wines, &c., about \$30,000, half of which is covered by insurance in the following companies: Home Company, N. H., \$5000; Pheenix Company, N. Y., \$5000; Metropolitan Company, N. Y., \$5000 The stock of Ludlow & Wilson, druggists was valued at \$5000 Virginia Fire and Marine Company, \$3000; Manhattan Company, N. Y., \$2000.

S. R. Barnum, owner of the Tip-Top liquor house, had a stock valued at \$6000. Insured for \$4000; in the Home Company, N. H., \$2000, and Manhattan Company, N. Y., \$2000.

Vickery & Co., book publishers.—Their stock was valued at \$6000; insured for \$5000; National Company, Baltimore, \$2500; Virginia Insurance and Saving Company, \$2500.

The banking house of Chamberlain & Co. lost about \$5000; fully covered by insurance.

The basking house of Chambertain & Co. lost about \$5000; tuilly covered by insurance.

In every case the losses were only partial, and freely povered by insurance.

The long-talked-of cane prepared by the laties of a Catholic congregation in Norfolk, a mouth or so ago, was yesterday presented to Jeff. Davis, in his quarters in Carroll Hall, by a gentleman named Lobn (Garmage, a reader) of the city, who would be a considered to the city who was

his quarters in Carroll Hall, by a gentleman named John O. Garmage, a resident of the city, who won the honor at a public raffle.

The cane, which has been previously described, is made of a piece of oak from the rebel ram Manassas, surmounted by a massive gold head, on which is inscribed an appropriate legend.

Mr. Garmage arrived here yesterday morning with the committee on presentation, and, after the nama preliminaries, they were admitted to the quarters of Davis. After a short conversation he produced the cane from a velvet-lined box, and said:

.Mr. Davis: By chance, sir, it has become my

"Mr. Davis: By chance, sir, it has become my very pleasant duty to present you this cane. It is a token of respect and esteem from the ladies of the Catholic congregation of Norfolk. Be pleased to accept it with its noble motio: 'The offering of one, the tribute of many,' and may it serve as a faithful reminder of its fair donors."

Davis accepted the gift in a brief reply. He alieded to the kindness of the southern people during his prison life, especially the kindness, constancy and patriotism of the people of Norfolk, and

stancy and patriotism of the people of Norfolk, and said he had often received tokens of their esteem. He requested Mr. Garmage to extend to the ladies of the Catholic Church his grateful acknowledg-ment for their gift, and intimated that, with the permission of the ladies, he would acknowledge its reception by letter. its reception by letter.

The gentlemen of the party passed a pleasant neur in conversation with Davis and his lady, and at its end expressed the hope that the new year might be more full of hope and happiness to him than the dark, dismal hours of the past, The party were wall pleased with their trip, and said that

were well pleased with their trip, and said that Davis health is much better than represented, but that his hair was well sprinkled with gray.

The steamship Albemarle, from New York, which left Norfolk for Richmond with a large cargo of merchandize on Sunday night, succeeded only in getting to City Point on account of the loc. The steamers Hatteras and Georgians are also blocked in at Richmond, and will be unable to return to Norfolk, from the present condition of the river, for several days.

then to Norfolk, from the present condition of the river, for several days.

The brig W. H. Bigelow, Capt. Buberts, which left Pedro Keys on the 10th of December, with a cargo of guano for Baltimore, had experienced very heavy weather on the coast, and north of hatterns, ahe was ten days going round Hatterns, and lost some of her spars and split her saits. On the 27th, in the Gulf, she saw an indurem origanile laying to with her foretopins at goins.

The W. H. Bigelow put in hers for provisions and water, being on half rations.

The United States double pitter Patria, Com-mander Marger, which left New York on Sanday ording, arrived large at solchook the morning, he also experienced very heavy gales, but with he damage. She is a new garbook and was or-pared to report to Admiral Painer to jun the North Atlantic Sympton. cated to report to Admi.

ROOFING.

# ROOFING

OLD SHINGLE ROOFS, FLAT OR STEEP, COVERED WITH GUTTA PERCHA ROOFING-CLOTH, and coated with LIQUID GUTTA PERCHA PAINT, making them perfectly water proof.

LEARY GRAVEL ROOFS repaired with Gutta Fercha Paint, and warranted for five years.

LEARY SLATE ROOFS coated with Liquid Gutta Fercha Paint, which becomes as hard as sinte for Jin, COPPER, ZINC, and IRON BOOKS this Paint is the ar plus ulirs of a lother protections, it forms a perfectly impervious covering completely resists the article of the weather, and constitutes a thorough protection against leaks by pust or otherwise. Price only from one to two cents per square pot. TIN and GRAVEL ROOFING done at the Material constantly on hand and for sale by the MAMMOTH ROOFING COMPANY.

RECKLESS & EVERETT, No. 302 GREEN Street

VLI SHINGLE ROOFS (FLAT OR STEEP) COVERED WITH JOB &'S EMGLISH ROOFING CLOTH.

And coated with LIQUID GUTTA PERCHA PAINT making them perfectly water proof. LEAKY GRAVEL ROOFS repaired with Gutta Percha Paint and warranted tor five years LEAKY SLAIE ROOFS coated with liquid which becomes as bard as slate. TIN, COPPER ZINC, or IRON coated with Liquid Gutta Percha at small expense. Cost ranging from one to two cents per squarefoot all complete Materials constantly on hand and for sale by the PHILADELPHIA END PEN'SYLVANIA ROOFING COMPANY.

GEORGE HOBART.

112 5m No. 250 North FOURTH Sizes

#### DYEING, SCOURING, ETC.

#### FRENCH STEAM SCOURING ESTABLISHMENT.

No. 510 RACE Street.

We beg leave to draw your particular attention to ounew 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, an Children's Carments to their original states, without injering them in the least, while great experience any the Leat machinery from France enable us to warrant perfect satisfaction to all who may favor us with their patronage. LaDLES' DEESSES, of every description with or without Trimmings, are cleaned and finished without being taken apart, whether the color be genuine or not.

or not opera Cloaks and Mantillas, Curtains, Table Covers, Carpets, Velvet Ribbons, Kid Gioves, etc., cleaned and remained in the best manner. Gentlemen's Summer and Winter Clothing cleaned to perfection without injury to the stuff. Also Flags and Banners. All kinds of stains mmoved without cleaning the whole. All orders are excetted under our immediate supervision, and examination of our process is respectfully solicited.

ALBEDYLL & MARX, No. 510 RACE Street.

3.10 mwi5

## MEDICAL.

DR. J. S. ROSE'S ALTERATIVE. R. J. S. ROSE'S ALTERATIVE.
THE GREAT BLOOD PURIFHE.
If you have corrupt, disordered, or vittated blood, you are sick all over. It may appear as pimples, sores, or as some active disease, or it may only make you feel languid or depressed; but you cannot have good health if your blood is impure. Dr. Rose's Atterative removes all these impurities, and is the remody that will restore you to health.
It is unequalled for the cure of all diseases of the glands, scrotula, tubercular consumption, and all cruptions of the skin. Price \$1. Sole agents.

DYOTT'S TOCH ONNOWERS.

DR. DYOTT'S ITCH OINTMENT will cure every form of itch, and is superfor to any other remedy for the cure of that disagreeable and tormenting complaint. Price 25 cents Sent per mail, 40 cents.

No. 232 North SECOND Street. DR. J. S. ROSE'S EXPECTORANT.

For the cure of consumption, coughs, colds, asthma, catarrh, influenza, spitting of blood, bronchitis, and all diseases of the lungs.

This syrup naving stood the test of many years' experience as a n meay for irrita ion or any inflammation of the lungs, throat, or bronchia is acknowledged by all to be a remedy superior to any other known compound used for the relief and cure of coughs and consumption. Price \$1. Sole agents,

DYOTT & CO

Pism No. 232 North SECOND Street. seases of the lungs.

M EDICAL BOARD FOR THE EXAMINA-TION OF CANDIDATES FOR ADMISSION INTO THE NAVY AS ASSISTANT SURGEONS. EUREAU OF MEDICINE AND SURGERY,) NAVY DEPARTMENT

December 29, 1808

A Board of Medical Officers is now in session at the NAVAL ASYLUM. Philadelphia for the examination of candidates for admission into the Medical Corps of the Navy.

Gentlemen desirons of appearing before the Board must make application to the Honorable Secretary of the Navy, or to the undersigned, stating residence, place and date of birth. Applications to be accompanied by respectable testimonials of moral character.

Candidates must not be less than twenty-one nor nore than twenty-six years of age.

No expense is allowed by the Covernment to candidates attending the sessions of the Board, as a successful examination is a legal pre-requisite for appointment in the Navy.

The many vacancies existing in the Medical Corps in the many vacancies existing in the Medical Corps. insure immediate appointments to successful candi

1 8 tb 10t

MANUFACTURERS,

P. J HORWITZ, Chief of Bureau, 1867.

DIARIES. 1867 50 Styles and Sizes, at Low Prices.

Visiting and Wedding Cards, the latest novelties. Initials, Monograms, etc., stamped on paper and envelopes, in colors, gratis. A large stock of English, French and American Pape and Envelopes.

BLANK BOOKS of the best anufacture, on hand and made to order. R. HOSKINS & CO., Manutacturere of Blank Books,

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ROBERT SHOEMAKER & CO. WHOLESALE DRUGGISTS,

IMPORTERS, AND DEALERS IN Paints, Varnishes, and Oils,

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10 24 3m) CORNER OF BACE. MONUMENTS, TOMBS, GRAVE-STONES, Etc.

Just completed, a beautiful variety of ITALIAN MARBLE MONUMENTS,
TOMBS AND GRAVE-STONES,
Will be sold cheap for cash.
Work sent to any part of the United States.

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134 wim! So. 710 GREEN Street, Philadelphile

UNITED STATES REVENCE STAMPS.—
Principal Depot. No. 304 CHESNUT Street.
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Chamut. Fatablished 1862.
Bevenue Stamps of every description constantly on orders by Mail or Express promptly attended to.

RAILROAD LINES.

NEW AND SHORT ROUTE TO THE OIL

WARETS AND FRANKLIS BAILWAY.

Trains will can on the roun as follows:

COING BOUTH.

THE A. M., Through Table Leaves freezent at Junction of P. & F. Joseph at principal stations, arrives at One. In 16-10 and at On Chy at 14 A. M., connecting with trains for Franklin and other points.

M., connecting will trains for Frenklin and other peants.

1:10 F. M., Through Train. Leaves Invirsion, empping at all principal stations, arrives at On Chy at 5:60 F. M., Pithole Accommodation. Leaves Gieopolis; Arrives at Oil City at 8:15 A. M.

1:40 A. M., Fithole Accommodation. Leaves Gieopolis; arrives at Oil City at 8:15 A. M.

1:40 A. M., Fithole Accommodation. Leaves Gieopolis, and arrives at Oil City at 8:15 A. M.

1:40 A. M., Fithole Accommodation. Leaves Oil City, arrives at Oilcopolis at 7:20 A. M., making cless contection for Fithole.

1:40 A. M., Trough Train. Leaves Oil City, stopping at all principal stations, arrives at frinceson at 1:11 F. M. Insting close consection with trains on F. & E. M., R., bound scarf and West.

1:40 F. M., Through Train. Leaves Oil City, stops at all principal stations, and arrives at frinceson at 4:10 F., making close connection for points West, and connecting with later train Emston F. & E. R. R.

3:40 F. M., Pithole Accommodation. Leaves Oil City arrives at Oleopolis at 5:20 F M., making close connection for points West, and connecting with later train Emston F. & E. R. R.

3:40 F. M., Pithole Accommodation. Leaves Oil City arrives at Oleopolis at 5:20 F M., making close connection for Pithole.

By this route, passengers leaving Philadelphia at noon, arrives at French on Pithole.

Fassengers leaving Eric at 10 25, reach Oil City at 4:50 F M., or can stop at Thillore and return to Eric sammady. Fassingers leaving Oil City at 11:00 A. M., or 22 hours from 10 Unity at 7:00 A. M., next day, or at Eric at 4:00 F. M. and the day.

Passengers leaving Oil City at 12:50 P. M., arrive at Philippins at 7:00 A. M., next day, or at Eric at 4:00 F. M. and City at Eric at 4:00 F. M. and City at 12:00 P. M., arrive at Eric me day. Passenceraleaving Off City at 12 50 P. M., arrive at Eric t 5 th P. M. same afternoon, or at Philadelphia afternoon the jobs wing day. All trains south leave Irvincton after arrival of trains on thisdelphia and Eric Rallroad, contract at Okopolis for

Philadelphia and Erfo Railroad, control at Oleopolis for Pitholo, and at Oli City with trains for Franklin and other All trains North leave Oil City after arrival of train from Frankine, connecting at Glocooks with trains for Pithole, and at Invinctor with trains bound both East and West on P. & E. R. R. NATHANIEL P. HORART, Warren and Franklin Railroads.

Warren and Frauklin Radroads.

NEW AND MOST DIRECT ROUTE TO THE OIL REGIONS.

WARREN AND FHANKLIN RAILWAY.

1868. WINTER ARRANGEMENT.
From Thursday, November 22, 1868, trains leave Irvineton (at the junction of the Philadelphia and Eric Railroad 396 muces from Philadelphia).

GOING POUTH 10 OIL CITY.

5-55 A. M. Mail Train arrives at Tidionic at 7 35 A. M.; Olopolis at 216 A. M.; and oli City at 4 59 A. M.

139 P. M. Express Train arrives at Tidionic at 2 33 P. M.; Olopolis at 216 A. M.; and oli City at 4 59 P. M.

GOING NORTH TO IRVINETON.

Trains leave Oil City as follows:—

3-10 A. M. Express Train arrives at Olopolis at 0 50 A.

M.; at Tidioute at 11-50 A. M.; and at Irvineton at 12 noon making close connection with P. and E. Railroad trains for Filladelphia and all points, bot 1 East and West. Phssengers for Philadelphia by this train arrives at Jers.

1-29 P. M. Mail Train arrives at Olopolis at 1-55 P. M.; Tidioute at 3 35 P. M.; and at Irvineton at 415 P. M.; and at Irvineton at 11 P. M., arriving at Philadelphia at Irvineton at 415 P. M.; Tidioute at 3 35 P. M.; and at Irvineton arter arrival of trains on I biladelphia and Eric Bailroad, connect at Olopolis for Pit-hole City, and at Oil City with Atlantic and Great Western Railway trains for Hence, Franklin, and Meadville, and with trains of Farmers' Bailway for Louseville Humboldt, Pamer, Rynd, Tarr and Story Farns, Potroleum Centro, etc.

All trains going North leave Oil City and Olopolis after arrival of trains from above points.

By this route passengers can leave Philadelphia at noon arrive at Irvineton at 6-30 A. M., having 15 minutes for becakrast, and arrive at City at 9-45 A. M. Time through only 21 hours Or passengers can leave Philadelphia at 5-50 P. M., arrive at Irvineton at 4-23 P. M. next day, remain over night, and take the 6-54 A. M. train South.

At Irvineton passengers will find four comfortable hotels, and fire-class dining saloon in the dobot.

M. next day, remain over hight, and day to train South.
At Irvineton passengers will find four comfortable hotels, and first-class dining asloon in the depot.
Be sure to obtain through tickets and baggage checks at Pennsylvania Railroad Depot, West Philadelphia, yia Warren and Franklin Railway, the great short route to the Oil Region

ISAAC BLAKSLEE, Superintendent.

BEVERLEY R. KEIM, General Freight and Ticket Acent.

NORTH PENNSYLVANIA RAILROAD.—
THE MIDDLE ROUTE.—Shortest and most direct line to Bethlehem, Allentown, Mauon Chunk, Pazieton, White Haven, Wikesbarre, Mahanoy City, and all points in the Lehigh and Wvoming Coalregions. Passenger Depot in Philadelphia, N. W. corner of BERKS and AMERICAN Streets.

WINTER ARRANGEMENT.

NINE DAILY TRAINS.
On sud siter I UESDAY, January I, 1867, Passenger trains leave the New Depot corner Berks and American steets, cally (Sundays excepted), as follows:—At745A M.—Morning Express for Bethlehem and Principal Stations on North Pennsylvania Railroad connecting at Bethlehem with Lehigh Valley Railroad for Allentown, Catasanqua, Statington, Mauch Chunk, Wearherly, Jeanesville, Hazeton, White Haven, Wilkeebarre, Kingston, Ttiston and all points in Lehigh and Wyoming valleys; also, in convection with Lehigh and Mahanoy Railroad for Mahanoy City and with Catawissa Railroad, for Rupett, Danville, Milton, and Williamstort, Arrive at Manch Chunk at 12-05 A.

M.; at Wilkesbarre at 5 P. M.; at Mahanoy City at 2 P. M.
Passengers by this train can take the Lehigh Valley train, passing Bethlehem at 12-55 P. M., for k aston and points on New Jersey Central Railroad to New York.

At G. M.—Accommodation for Doylestown, stopping

ork. At 9 A. M. - Accommodation for Doylestown, stopping at all intermediate stations. Passengers for Willow Grove, Hatboro', and Hartsville, by this train, take the Stage at Old York road. At 19:15 A. M.—Accommodation for Fort Washington, stopping at intermediate stations. At 285 P. M.—Accommodation for Doviestown, stop-ping at all intermediate stations. Passengers take Stage at Doviestown for New Hope.

ping at all intermediate stations. Passengers take Stage at Doylestown for New Hope.

At \$48 P. M.—Evening Express for Bethlehem and principal stations on the North Pennsylvania Railroad, making close connection at Bethlehem with Lehigh Valley train for Ea ton, reaching there at \$48 P. M. Passengers for Plainfield Somerville, and other points on New Jersey Central Railroad, take New Jersey Central train at Easton, which arrives in New York at 10 45 P. M. Passengers for Sumneytown take Stage at North Wales, and for Nazareth at Bethlehem, and for Greenville at Onakertown. ville at Quakertown.

At 420 P. M.—Accommodation, for Doylestown stoping at al. intermediate stations. Passengers for Willow Grove (Hatboro', and Bar.sville take stage at Abington: for Lumberville at Doylestown.

At 5 20 P. M.—Through accommodation, for Bethle-

con: for Lumberville at Doylestown.

At 5 20 P. M.—Through accommedation, for Bethlehew and all stations on main line of North Pennsylvania Railroad, connecting at Bethlehem with Lehigh Varley Lyening Train for Allentown, Mauch Chunk, etc.

At 6 20 P. M.—Accommodation for Lansdaie stopping at all intermediate stations.

At 11 30 P. M.—Accommodation, for Fort Washington.

TRAINS ARKIVE IN PHILADELPHIA

From Bethlehem at 9 15 A. M., 236 and 8 40 P. M.

2 30 P. M. train makes direct cornection with Lehigh Valey trains from Easton, Wilkesbarre, Mahanoy City, and Hazleton.

Passengers leave Wilkesbarre at 1 20 P. M. connect at Bethlehem at 6 15 P. M., and arrive in Philadelphia at 8 40 P. M.

From Doylestown at 8 35 A. M., 5 15, and 7 05 P. M.

From Lansdale at 7 30 A. M.,

From Fort Washington at 11 50 A. M., and 3 05 P. M.

Philadelphia for Bethlehem at 9 30 A. M.

1 hiladelphia for Bethlehem at 2 35 P. M.

Loviestown to Philadelphia at 4 P. M.

Fifth and Sixth Streets passenger cars convey passengers to and from the new depot.

White cars of Second and Third streets line and Union line ran within a short dis ance of the depot.

Tickets must be procured at the Ticket Office, in order to secure the lowest rates of fare

ELLIS CLARK, Agent.

Hillman's Baggage Express will call for and deliver Beggage at the Depot Office, No. 113 South THIRD Street.

1 15

WEST CHESTER AND PHILADELPHIA
RAILROAD, VIA MEDIA.
WINTER ARRANGEMENTS
On and after MONDAY, October 15, 1866, the trains On and after MONDAY, October 15, 1898, the trains will leave as follows:—
WEST CHESTER TRAINS
Leave Philadelphia for West Chester, from Depot Thirty-first and Market streets, 730 A. M.; il 00 A. M.; 230, 445, and 6:15 P. M.
Leave West Chester for Philadelphia, from Depot on L. Market street, 6:30, 8:00, 19:45 A. M.; 1:53, 4:50 P. M.
Trains leaving West Chester at 8:00 A. M., and leaving Philadelphis at 4:45 P. M., will not stor at Penne ton, and will stop below B. C. Junction at Media only.

PENNELTON TRAINS.

Leave Philadeighia for Pennelton 4 15 and 11 96 P. M.

Leave Pennelton for Philadelphia 8 47 A. M., 725

P. M.
These Trains stop at all intermediate Stations.
ON SUNDAYS—Leave Philadelphia at 830 A. M. and
2 (0 P. M.
1 cave West Chester 7 45 A. M. and 4 00 P. M.
ON SUNDAYS—The West Philadelphia Passenger
cars will leave Eleventh and Market stroots half an
lour before the train leaves the depot, and will leave
the depot on the arrival of each train to convey passengers and the city. the depot on the arrival of each train to convey passergers unto the city.

Trains leaving Philadelphia at 750 A. M. and 445 P.
M., and leaving West these or at 850 A. M. and 450 P.
M., connect at B. C. Junctien with trains on the P. and
B. C. H. R. for Oxford and intermediate points.

Passengers are allowed to take wearing apparel only
as baggage, and the Company will not, in any case, be
responsible for an amount axceeding one hundred dol
into unless a special contract is made for the same.

HENRY WOOD, General Supermiendent.

CAMDEN AND ATLANTIC RAILROAD.

Leave Vine street Ferry daily, as tollows (Sundays Leave Vine street forry daily at 16:15 A. M. and a P. M. Leave Haddonfield at 1 and a 15 P. M. JOHN G. BRYANT, Agent

#### RAILROAD LINES.

DITTSBURG, COLUMBUS, AND CINCIN-NAIT RAILROAD U MPANY.
THE PAS HANDLE ROUTE WESTWARD.
Owing to the great distance award by THIAR HUTE,
he Covernment has an greated to it the carrying of the
nited States Mail to the principal cities of the West Inited States Mail to the principal cities of the West and Southwest.

THERE BEING BUT ONE CHANGE OF CARS BETWEEN 'PHILADELI'HIA AND CINCINNAIT AND MUT TWO TO ST. LOUIS.

PASSENGERS BY 1HIS ROUTS WILL ARRIVE IN CIPCINNAIT INDIANAFOLIS, CAISO, AND ST LOUIS, ONE TRAIN IN ADVANCE OF ANY OTH R LINE.

Fast line at 12 00 M. Passengers by this train take appear at A though can the state room steeping cars. Passengers are not subject to change at Pittsburg, but run through to Coshocton, affording an unbroken might's rest.

run through to Coshocton, affording an unproxum
night's rest.

Night Express if P. M. Passengers can take sleeping
cars through to Concinuati with but one casuge; by
this line on have the advantage of comfore and pleas
sure particularly for ladies travelling a one, and cantillos
with children, by this routs between thitadelphia and
all the principal points West and South.

He sure to purchase tickets "VIA STEUBENVILLE" at
P: NNSYLVANIA RA LEGAD OFFICE,
Corner of THIRTIETH and MARKET streets.

B. F. SCULL,
Gereral Ticket Agent Steubenville, O.

JOHN H. SILLES,
General Eastern Rassenger Agent.

General Eastern Passenger Agent,
No. 520 Broad vay, New York,
JOHN DUBAND, Genera Puperintendent
Pennsy vania Baltond Office No. 621 Chesnut street,
and Thirtieta and Market streets. West Physical Research

YEW FREIGHT ROUTE TO THE SOUTH

EW FREIGHT ROUTE TO THE SOUTH
AND SUUTHWEST,
VIA THE PHILADELPHIA, WILMINGTON AND
BALTIMORE AND DELAWARE
RAILR AND JELAWARE
to Cristicia, Maryland, thence by the Great Southern
luland Steam Navisation Company's
bteamers to Norfik, Virginie,
CONNECTING WITH THE
GREAT VIPGINAIA AND TE. INSESEE AIR-LINE
TO Memphi, Nashville Atlanta, and all points South
and southwest
This route offers advantages over all competing transportation thes. Shippers by this line save both time
and money

This route oners advantages over all connecting transportation lines. Shippers by this line save both time and money.

THE MARNE RISK BETWEEV CRIST ELD AND NORFOLK IS ASSUMED BY TAK.

LOMPANY, thus offering the inducements of an ALL Rail, Bill, OV LADING, with guarantess time from Philadelphia sto all prominent Southern and Southwestern points.

FOR Norfolk, Richmond, Petersbarg and all points in Virginia and North Carolina,

FORWARDED AT AS LOW RATES

BS by another line.

Freights delivered at the Depot of P. W. and B. R. H. BROAD and FRIME Streets, before 5F. M., will reach Norfolk twenty four hours in advance of any other route. This unprecedented despaton gives the shipper of Southern Preights from Philadelphia advantages not before effered by any other line. For further information apply to CHARLES E. DILKES,

Agent Virginia and Tennessee Air Line Hallway.

Agent Virginia and Tennessee Air Line Hallway.

And All OHESNUT Street.

S. P. WILTBANK. No 629 CHESNUT Street

DHILADELPHIA AND BALTIMORE
CENTRAL RAILROAD—WINTER ARRANGEMENTS—ON AND AFIER MONDAY, October 15,
1886, the trains will leave Philadelphia Railroad, corner
of the West Chester and Philadelphia Railroad, corner
of Thirty-first and Market streets (West Philadelphia),
at 7:50 A. M. and 4:45 P. M.
Leave Rising Sun at 3:50 and Oxford at 6:35 A. M. and
leave. Oxford at 3:25 P. M.
A market train, with passenger car attached, will ran
on Tuesdays and Fridays leaving the Rusing sun at
11:15 A. M., Oxford at 12:00 M. and Kennett at 1:00 F.
M., connecting at West Chester Junction with a train
for Philadelphia. On Wednesdays and Saturdays
trains leave Philadelphia at 2:30 P. M., run through to
Oxford.
The train leaving Philadelphia at 7:50 A. M. connects at Oxford with a deliy line of stages for Peach
Bottom, in Laucaster county. Returning, leaves Peach
Bottom to connect at Oxford with the afternoon train
for I hiladelphia.

or I hiladelphia
The train leaving Philadelphia at 445 runs to Kising
Sun. Md. Sun. Md.

Passengers are allowed to take wearing apparel only
as baggage, and the Company will not in any case be responsible for an amount exceeding one hundred dollars,
unless a special contract be made for the same.

HENRY WOOD, General Superintendent.

LOBE EXPRESS COMPANY, OFFICE, NO. 1866.—The Globe Express Company will this day open its first line between New York, Philadelphia, Baitimore, and Washington for MEAVY FREIGHT AND PACKAGES.

They will call for and deliver promptly at the following rates:— They will call for and deliver promptly at the following rates:

For heavy freights to and from New York, 40c. per 100
lbs.; Baitmore, 59c. per 10 lbs; Washingtor, 85c. per 100 lbs.; Georgetown, 90c. per 100 lbs; Alexandria, \$1.20
per 10 lbs,

Packages and valuables will be taken at as reasonable rates as by any other respectible. Company.

The Company is arranging to rapidly open its offices at all important points through the South and Southwest, as a full Express.

This Company are prepared to pay promptly for any loss or damage that may occur.

Orders may be left at the above office.

S.W. WILSON, Superintendent.

STUART GWYNN,

Of New York, President.

E. C. PECHIN.

THE ADAMS EXPRESS COMPANY, OFFICE, No. 326 CHESNUF Street, forwards Parcies, Packages, Merchandise, Bank Notes, and Specie, either by its own lines, or in connection with other Express Companies, to all the principal towns and cities in the United States.

### PROPOSALS

PROPOSALS FOR CONTINUING DELA-WARE BREAK WATER. UNITED STATES ENGINEER OFFICE,) No. 209 SOUTH -IXTH STREET

No. 209 SOUTH - IXTH STREET,
PHILADELPHIA, January 7, 1867.

Sealed Proposals, in duplicate, with a copy of this advertisement attached to each, will be received at this office until the 21st of February, 1867, for stone to the amount of 867,000 (sixty seven thousand dollars), for the Delaware Breakwater.

The stone to be of the hardest and most durable quality; the delivery to commence on or about the 15th of May, and to be completed by the 15th of September, and the weekly delivery to be as nearly as possible unitorm. Of the total amount of stone, four fifths are re-quired to be in blocks of not less than two tons, and one-fifth in blocks of upwards of one-lourth of a

one-filth in blocks of upwards of one-fourth of a ton.

The stones will be subject to rigid inspection, and will be received or not, as the Engineer, or has agents shat! find them to accord, or not, as the quality and size, with the above description.

Each bid must be guaranteed by two responsible persons, whose signatures should be appended to the guarantee, and who should be certified to as being good and sufficient security, by the United States District Judge, Attorney, or Collector, or other public efficer.

A receivation of ten per centum on partial payments will be made during the delivery of the stone.

Envelopes to be endorsed, "Proposals for Stone for Delaware Breakwater."

Bids will be opened at 12 o'clock M.. on THURS-DAY, the 21st of February, 1867, and bidders are invited to be present.

For further information, apply at this office.

C. STANFORTH STEWART,

1 8 tuths 6w

Maj. Eng. and Bvt. Lt.-Col.

UNITED STATES MILITARY RAILROAD OFFICE,
WASHINGTON, D. C., December 20, 1866.
Sealed Proposals will be received at this office until 12 M., MONDAY, Jacouary 15, for the purchase from the United States, of five thousand (5000 Folded Lip Railroad Chairs, suitable for 451b. "T hese Chairs are now stored at the works of Corn-

Samples may be seen at this office, or at the United States Quartermaster's Office in New York city, Philadelphia, Pa., or Louisville, Ky.

Terms—Cash, in Government funds. 12 29 18t Byt. Col. and A. Q. M., U. S. Army.

STOVES, RANGES, ETC. CULVER'S NEW PATENT Deep Sand-Joint

HOT-AIR FURNACE. RANGES OF ALL SIZES. Also, Philegar's New Low Pressure Steam Heating Apparatus,

FOR SALE BY CHARLES WILLIAMS, No. 1182 MARKET Street,

THOMPSON'S LONDON KITCHENER,
OR EUROPEAN RANGE, for Familias, Hotels,
or Fublic Institutions, in Twenty DifFERENT SIZES, Also, Philadelphia Ranges,
I. ot-Alf Furnaces, Portable Heators, Lowdown threses,
Flictoard Stoves, Bath Boiles, Stawhole, Plates,
Flictoard Stoves, Bath Boiles, Stawhole, Plates,
Flictoard Cocking Stoves, etc., wholesaic and retal, by
the manufacturers,
BEARPE & THOMSON,
1117 stuthem No. 208 N. SECONU Stropt.