THE DAILY EVENING TELEGRAPH.—PHILADELPHIA, FRIDAY, JANUARY 18, 1867

UPWARDS.

Who shall tell my love I love her ? Lo ! she stands. Heaven's own rainbow arch above her,

Palm boughs budding in her hands, Flowers beneath her rested feet. Thornless Eden flowers and sweet,

Who shall tell my love I love her? Such sweet song Angel lips are chanting over This new saint amid their throng;

scarcely will they change their strain Counting human love so vain.

Who shall tell my love I love her? Shatt the lark,

Starting from his sgrassy cover While the skies are grey and dark? say; mine own song soars as high As the brown lark's minstrelsy.

Who shall tell my love I love her? Shall the breeze? That most sweet but thriftless rover, Does it stir the living trees?

Can my message thus be given ? Nay, the breeze blows under heaven. Who shall tell my love I love her ?

When life's foversleep is over, And my soul's glad open eve, Darts through blue and amber space Searching looks for her dear face?

I shall tell my love I love her Very soon-

Human words no more may move her, But my spirit-lips shall tune songs of love as high and sweet, Songs of love as pure and meet As angels' own, her ears to greet-I shall tell my love I love her.

HE GREAT FAIR OF NUNI NOVGOROD. anslated from the German Illustrated Gazette. In an immense, almost entirely flat country, ke Russia, the traffic by land must be of imense importance. Almost all the internal ade is carried on by land; besides which the assian Empire entertains a very active comunication with Asia by means of caravans, hich bring the products of China and the East lies. The inland trade in the South is effy effected by means of wagons, which, nwn by oxen, are seen slowly moving across steppes throughout summer and winter. he difficulties of the river navigation are the ason that products and merchandise are iostly brought in this manner to Odessa. though the land route, on account of the heavy now storms in winter, is not without danger. Generally, intercourse in Russia takes place uring the winter season by means of sleighs. s soon as the winter has spread a hard, nooth surface of snow over the plains, the eighs rush with whirling rapidity over lakes, vers, and morasses, always in direct lines, ithout the least regard to the regular roads. hus in Archangel during the winter are seen ousands of steighs from all portions of the npire, bringing to that city eider downs, rs, tailow, wax, and hides, which are placed ere in large storchouses, in order to be exated by sea during the summer season; by e same conveyance the Government in St. tersburg receives the costly products of the ines of the Ural Mountains. Of great importice to the inland trade are the rivers, most of hich are navigable at least during a part of hich are navigable at least during a part of he year. The Volga in particular is covered ith all kinds of craft. The long interruption if river navigation during the winter is, howver, a very great drawback; besides which e outlets of many of the rivers, like those of e Dnieper and Doe, are obstructed by sand, like that of the Bug, Duna, and Memel, ren-ered unnavigable in their lower course by ocks. In connection with the rivers the canals ust be mentioned. There is perhaps no ther country where so many canals have been

onstructed as in Russia. Three canals connect the rivers of Neva and olga, of which one is the gigantic work of eter the Great. The obstacles, caused here and there by the insufficient supply of water, ave been removed with admirable industry. soon as a fleet of merchant ships approaches he administration of the canals gives notice by neans of the telegraph, and within an incredily short time the basins are filled to their ut-tost capacity by means of flood-gates. In a ountry where the internal trade is of such rominent importance, fairs must of necessity year, and the other of whom said the other of who hay a great part. The different fairs which ake place in Russia are far more interwhich ake place in Russia are far more important, nd have an entirely different origin from those which still exist in other conntries. The latter, or the most part, date from medieval times, and based on what are called fair privileges, which were granted to certain localities, and or fixed periods, in order to give to purchasers ome protection against the encroachments of he bome merchants, and to enliven commerce competition. In the interior of Russia, where the restric ions and other impediments to free trade-aused by the privileges of guilds, never existed, and where whoever is once settled in the impire has the right to carry on whatever nsiness or trade he may judge proper, such sylums of commerce, like the regular fairs in he cities of the continent, were not necessary, and the large assemblies of merchants were sually caused by large concourse of buyers Higrimages, on certain holidays, to celebrated ombs or images of saints, quite naturally ought together pilgrims and merchants. The pportunity which offered for effecting alas encouraged trades people, to repair to such places. Thus, beside the original pilgrims, here soon congregated a large number of other coyle, led by the desire to improve the opporunity offered, and if the political and geograpical conditions were favorable, often an im-ortant fair was thus established, which made cople entirely forget the original religious purose which had originally led to their assem-ling. This was the origin of the great fairs of Romni, Makariew, Kursis, Charkow and The celebrated fairs of Europe, such as those of Lebric and Frankfort of Leipsic and Frankfort, in Germany, Novi and Civiti Vecchia, in Italy, Lyons and St. Etienne, in France, and several others which were founded on mediaval wants, have become were founded on mediaval wants, have become in our times—when most of the restrictions of commercial intercourse, and particularly the privileges and internuties of cities and towns, have been abolished—of greatly less import-ance; and in all probability, from the general adoption of the principles of free trade by the principal States of Europe, they will gradually entirely disamont because on account of the cities. ntirely disappear, because on account of the expense and the distance which both sellers and buyers are obliged to make to reach them, they are no longer the most natural and cheapest mode of exchanging products and commodities. But in Russia, where customs and habits are entirely different, commission business is as yet very little developed, and consequently buyers and sellers are obliged to meet each other per-sonally, especially as a certain nomadic element still pervades the commercial relations of the country, many of the merchants having no settled establishments, but move with their stock of merchandise from one place to another In Bussia there is no possibility of a general correspondence between the numerous popula tions of various origin which occupy its ex-tensive territory. Consequently, many affairs which in other countries are treated by corresondense, must be managed there orally the personal meeting of the parties, so that the fairs are not only in a highly flourishing condition, but with the increasing development of commerce they are likely to become every year more important and more extensive. Among the various large fairs of Russia, the oldest and most celebrated is that of Nijni Novgorod, or of Makarien, as it is still called by he Russian merchants, after its former seat. It is, without any doubt, the largest fair in Europe, and probably in the world-at least in regard to the amount of merchandise and the number of people who congregate there from all parts of Eastern Europe and Western Asia. During the months of July and August, at least 300,900 people visit the fair. The whole surrounding country is covered with booths.

Every class of merchandise, such as dry goods, furs, leather, objects of metal, china, wooden and earthenware, eatables, etc., occupy a sepa-rate place or booth. The booths which are destined for the reception of merchandise are constructed of wood or of stone; the latter remain through the whole year. Those constructed of wood stand in the public

aquares, and are very[apartious; besides the store-rooms, they usually contain smaller ones, dos-tined for the despatching of business, and in the background are places for wagons, boxes, and other utenstls.

As has already been observed, in all the Russian fairs cach kind of goods is placed in differ-ent rows of booths which, according to the mer-chandise they contain, are called the "flax," or "tronware," or "glassware" booths; some bear the names of the nationalities to which the mer-chants belong, as, for instance, the "Armenian." the "Greek" booths, etc.

the "Greek" booths, etc. Certain sorts of merchandise are brought to the the tair and exhibited in sleighs, so that whole rows of them are seen ranged in order, the traders sitting on them and doing business without even being protected by tents or awn-ings against the inclemency of the weather. Among the merchandise of a Russian fair there are many articles peculiarly Russian, and unknown in other countries; some of them, which are found in the other European mar-kets in small quantity, are here stored up in immense masses to supply the wants of the Eastern populations, while generally goods are assorted on az entirely different system from that usual in other countries; the way of pack that usual in other countries; the way of pack-ing, exhibiting, and storing away the wares is

also quite peculiar. It is extremely interesting even for the mere spectator to walk about in this immense emporium, where buyers and sellers resort from all parts of Russia, and from many distant regions of Europe and Asia, to observe the variegated dresses of so many nations, their different lan-guages, and various customs and habits. No stranger will leave the celebrated fair of Nijni Novgorod without conceiving great respect of the extensive commerce of Russia, which, under the enlightened government of the present Emperor is every year increasing more and more.

Accidents of Speech. Pat has long labored under the imputation of making more "accidents" with the tongue than any of his iellow-mortals, but it can be very readily shown that the "bull" is not necessarily indigenous to Irish soil.

A Frenchman named Calion, who died in Paris not many years ago, was remarkable for a bovine teadency. There is a letter of his in existence as follows:-"My dear triend-I left my knife at your lodgings yesterday. Pray send it to me if you find it. Yours, Calion. P. S.—Never mind sending the knife; I have found it." There is a note to his wife, which he sent

home with a basket of provisions; the postscript to which read; "You will find my letter at the bottom of the basket. If you should fail to do so, let me know as soon as possible." It is said of this same character that on one

occasion he took a lighted taper to find his way down stars without accident, and after getting down brought it back with thanks, leaving himself at the top of the stairs in the lark as at first.

It was a Scotch woman who said that the butcher of her town only killed half a beast at a time.

It was a Dutchman who said a pig had no ear marks except a short tail; and it was a British magistrate who, being told by a vaga-

bond that he was not married, responded, "That's a good thing for your wife." At a prayer meeting in New Hampshire, a worthy layman spoke of a poor boy whose father was a drunkard, and whose mother was a widow.

At a negro ball, in lieu of "Not transferable" on the tickets a notice was posted over the door:-"No gentleman admitted unless he comes hisseif."

An American lecturer of note solemnly said An American Content of note solution of a solution one evening:---"Parent, you may have children, or, if you have rot, your daughters may have." A Western editor once wrote:--"A correspondent asks whether the battle of Waterloo oc-

curred before or after the commencement of the Christian era. We answer it did." A Maine eaitor says a pumpkin in that State

grew so large that eight men could stand around it; which statement was only equalled by that or the hoosier who saw a flock of pigeons fly so low that he could shake a stick at them. Those two observing men, one of whom said

			A STATE OF A	
1	INSURANCE COMPANIES.	INTERNAL REVENUE	RAILROAD LINES.	1
	DELAWARE MUTUAL SAFETY INSU- RANCE COMPANY, Incorporated by the Legis-	UNITED STATES REVENUE STAMPS	NEW AND SHORT ROOTE TO THE OUL	N
ł	incure of Pennsylvania, 1800.		WARDEN AND FRANKLIN BALLWAY. Trains will run on this road as follows GOING SOUTH.	VIA
1	Office, S. E. Corger THIRD and WALNUT Streets Philadelphia. MARINE, INSURANCES on vessels, cargo, and pressive of the world	record - d ate control of	7.20 A. M., Through Train. Leaves Invinctors, at Junc- tion of V. & E. R. R., stopping at principal stations,	to (
	on vessels, cargo, and resign, o sli parts of the world INLAND INSURANCES on goods by river, canal, lake, and land carriage, to perts of the Union.	PRINCIPAL DEPOT.	arrives at Oleopolis at 16 f0, and at Oli Olity at II A. M., connecting with trains for Franklin and other points.	OR
	FIRE INSURANCES on merchandise generally. On Stores, Ewelling Houses, Etc.	1	1 10 P. M., Through Train. Leaves Irvinsion, stopping at all principal stations, arrives at Oil City at 5:50 P. M.	10 1
	ASSETS OF THE COMPANY,	No. 304 CHESNUTStreet	 A. M., Pithole Accommodation, Leaves Oleopolis; arrives at Oli City at S15 A. M. 640 A. M., Pithole Accom Eduation, Leaves Oleopolis; 	Port and
	s100,000 United States 5 Per Cent Loan, 1871 120,000 United States 6 Per Cent Loan, 8114,000-00		and arrives at Oli City at 8 15 A. M. GOING NORTH. 640 A. M., Pithole Accommodation, Leaves Oil City,	THE
	1881. 138,500 00 100 000 United States 7 3-10 Per Cent. Lonn, Treasury Notes	CENTRAL DEPO2.	arrives at Oleopolli at 7 20 A, M., making close con- nection for Pithole.	with
	125.000 City of Philage phia six Per cent. Loan (exempts). 54.000 State of Pennsylvania Six Per		a principal stations, arrives at Irvineton at 12-40 P.	For
	46.006 State of Pennastanta Flor Per	No. 103 South FIFTH Street,	12 S. Lawring consecond with trains on F. W.E. E. B., bound East and West. 12 O P. M., Through Train. Leaves Oil City, stops at all principal stations, and arrives at Irvineton at 4 10 F., matthry chase compaction are notified West.	as by
	Cent. Loan. 44,639.00 50,000 State of new Jersey Nix Fer Cent. 50,750-00 20,000 Pennsylvania Balyzond, 1st Mort- nage, Six Per Cent Hords, 1st Mort-	ONE DOOR BELOW CHESNUT	and connecting with latter train Easton P. & E. R. R. 540 P. M., Pithole Accommutation, Leavest Of Circ.	BR0 Nort
	25,000 Pennsylvania Rairoad 2d Mort-		nection for Pithots. By this route BRistman, leaving Philadelphia at noon	of 80
	25.000 Western Pennsylvania; Haffroad Six Per Cent Bonds (Penna R. R.	ESTABLISHED 1932.	fast, and arrive at 0d City in 11-60 A. M., have an hour for break- fast, and arrive at 0d City in 11-60 A. M., or 22 hours from the time of starting.	tion
	guarantees). 20,750-00 10 000 Etale of Tennessee Five Per Cent. 18,000-00 7,010 Hale of Tennessee six PerfCent. 18,000-00		Passengers leaving Eric at 10 25, reach Oil Oilty at 4:59 F. M., or can stop at Toiloute and reserve to Eric same day, Passengers leaving Oilt City at 9:30 a. M., arrive at Fulla-	
	15,000 300 Shares Stock of Germantown		delphia at 700 A. M. next day, or at Eslo at 400 P. M. End day. Favaungers leaving Oll City at 12 b P. M., errive at Erio	1
	rest, uaranteed by the city of Philadelp. 18).	Revenue Stamps of every description orstanti	at 600 P. M. same afternoon, or gt. Fliladelplus afternoon of the following day All trains south leave Irvineton after arrival of trains on	G 1866
	Railroad Company	on hand in any amount,	Philadephia and Eric Railroad, connect at Oleopola for Fithole, and at Oli City with trains for Franklin and other	Th
	*20,000 80 Shares Stock of Fhiladelphia and Southern Mail Steamship	Orders by Mail or Express promptly attended to.	points. All trains North leave Oil City after arrival of train from Franklin, connecting at Oleopolis with, trains for Pithole.	ing 1 Fo
	185,990 Lonne on Bonds and Mortgage. 1st Liens, on City Property	Ordere of man or express promptly amonator to.	and at livineton with trains bound both East and West on P. & E. R. B. NATHANIEL P. HOBART, General Suprintendent,	Per Pi
ŀ	\$1.045,050 par. Market value, \$1,070,280 75 Cost, \$1.030,552 05	United States Notes, Drafts on Philadelphia, or	Warren and Franklin Railroads. Thus and States Different Deliver and Ball	TRio Tl at a
1	Beal Estate. 36,000-00 Bills receivable for Insurances Balance due at agencies. Pro-	New York, or current funds received in payment.	N EW AND MOST DIRECT ROUTE TO THE OIL REGIOSS. WARREN AND FRANKLIN RAILWAY. 1856. WINTER ARRANGEMENT. 1867.	W 68 11 108+
	orued interest, and other debts	Particular attention paid to small orders.	1896. WINTER ARRANGEMENT. 1987. From Thursday, November 22, 1898. trains leave Irvineton (at the junction of the Philadelphia and Erie Railroad 320 miles from Philadelphia). GOING SOUTH 10 OIL CITY.	0
ē	due the Company, 38,923-98 Scrip and Stock of sundry Insu- rance and other (Companies, 86.173, Estimated value	The decisions of the Commission can be consulted.	GUING SOUTH TO OIL CITY. 6555 A. M. Mall Train arrives at Tidloute at 7 25 A. M ;	1.
1.	Cash in Drawer 447:14	and any information regarding the law cheerfully	6:55 A. M. Mali Train arrives at Tidlonte at 7 25 A. M.; Olcopolis at 1:10 A. M.; and Oll City at 4 50 A. M. 1:50 P. M. Express Train arrives at Tidloute at 2:30 P. M.; Olcopolis at 4:15 P. M.; and Oll City at 4:50 P. M.	$ \bar{\mathrm{T}} $
ii L	41,549:60	given.	Trains leave Oil City as follows :- 9'10 A. M. Express Train arrives at Oleopolis at 9 50 A.	age owr p+D
t.	"This being a new enterprise, the Par is assumed as the marker value.	The following rates of discount are allowed :-	 150 P. M. Express Train arrives at Tolivate at 230 P. M. Express Train arrives at Tolivate at 230 P. M. (GOISG NORTH TO IRVINETON). Trains leave Oil City as follows :- 910 A. M. Express Train arrives at Oleopolis at 0.50 A. M. at Tidloute at 1126 A. M. and at Irvineton at 12 boon making close connection with F. and E. Ralfroad trains for Philadelphia and all points, bot. Least and West Passengers for Philadelphia by this train arrive there at 7.5 A. M. and at Irvineton until 8 IP P. M. Mail Train arrives at Oleopolis at 1.55 P. M. 7 Tidloute at 3.55 P. M. and at Irvineton until 8 IP P. M. Mail Train arrives at Oleopolis at 1.55 P. M. 7 Tidloute at 3.55 P. M. and at Irvineton until 8 IP P. M. arriving at Fbiladelphia at 1.20 P. M. All trains gol g South leave Prineton after arrival of trains on 1 hiladelphia and Erie Bailroad, connect at Oleopolis is the train of the at 0 II with Atlantic and Great Western Railway trains for Heno, Franklin, and Meadville, and with trains of Farmer's ballway for Rouseville Humboldi, P. M. arrives Oil City and Story Farms, Petroleum Centre, ere 	sta
r.	Thomas C. Hand, Samuel E.Stokes, John C. Davis, Henry Sloan, Edmund A Souder, William G. Boulton, Theophilus Paulding, Edward Darlington,	ON ALL ORDERS OF \$25,	west Passengers for Philadelphia by this train arrive there at 7 a. M. 1'20 P. M. Mail Train arrives at Oleopolis at 1'55 P. M.;	
2	John R. Fenrose, James Traquair. Henry C. Dallett, Jr., James C. Hand, James R. MoFarland,		usking close connection for the West Philadelphia passengers by this train tomain at Irvineton until 8 11	G
	John K. Fenrose, James Traquair. Henry C. Daileit, Jr., James C. Hand, William C. Ludwig, Joseph H. Seal, George G. Leiper, Hugh Craig, John D. Taylor, HENRY LYLIEN, Secretarr. HENRY LYLIEN, Secretarr. HENRY LYLIEN, Secretarr. Henry C. Daileit, Jr., James B. Moerande, James James B. Moerande, James James B. Moerande, James James B. Moerande, James James Ja	TWO PER CENT. DISCOUNT	All trains goil g South leave frinction after arrival of trains on I biladelphia and Erie Bairoad, connect at trains on I biladelphia and Erie Bairoad, connect at	GO
2	George G. Leiper, Bugh Craig, John D. Taylor, D. T. Morcan,	ON ALL ORDERS OF \$100,	and Great Western Railway trains for Heno, Franklin, and Meadville, and with trains of Farmers' ballway for beam diverted to the second store of the second store	Te
	THOMAS C. HAND, President. JOHN C. DAVIS, Vice President.	THREE PER CENT. DISCOUNT	 Rouseville Humboldi, Pumer, Rynd, Tarr and Story Farnis, Petroleum Centré, etc. All trains going North teave Oil City and Oleopolis after arrival of trains irom above points. By this route parsengers can teave Philadel shin at noon arrive at truneton at 630 A.M., naving 15 minutes for bucktast, and arrive at Oil City at 945 A.M. Time through only 22 hours. Or passengers can eave Philadelphia at 230 P.M., arrive at 17 white to at 423 P.M. M. next day, remain over night, and take the 654 A.M. 	10 75 bu
ì		ON ALL ORDERS OF \$800,	By this route parsengers can leave Philadelphia at noan arrive at irvineton at 630 a M. having 15 min-	ap
1	NORTH AMERICAN TRANSIT INSURANCE COMPANY,	FOUR PER CENT, DISCOUNT.	Time through only 25 hours. Or passengers can eave Philadelphia at 3 50 P. M. artive at Irvine on at 4 23 P.	filt
ŀ	No. 33 South FOURTH Street	All orders should be sent to the	train South At Irvineton passengers will find four comfortable hotels, and first-class dining saloon in the depot.	
1	Annual Policies issued against General Accidents or all descriptions at exceedingly low rates. Insurance effected for one year in any sum from \$100		Be sure to obtain through tlokets and baggage checks at Pennsylvania Railroad Depot, West Philadelphia, via Warrow and Franklin Railway, the great short	the
ì	to \$10,000, at a premium of only one-mail per cent, securing the full amount insured in case of death and a convensation each week equal to the whole pre-	STAMP AGENCY,	route to the Oil Region ISAAC BLAKSLEE, Superintendent, BEVERLEY R. KEIM, General Freight and Ticket	by
1		No. 304 CHESNUT Street	Agent. T	15
ŝ	Short une Tickets for 1, 2, 3, 5, 7, or 10 days, or 1, 3, or 6 months, at 10 cents a day, insuring in the sum of \$3000, or giving \$16 per week if Jisabica, to be had at the 6 cheral Office, No. 153 S. FOURTH Street, Philadel- phia, or at the various Railroad Ticket offices. Be sure to purchase the tickets of the North American Transf Destronger Company.	PHILADELPHIA.	NORTH PENNSYLVANIA RAILROAD	i 8.
9	to purchase the lickets of the North American Transl Insurance Company.	MISCELLANEOUS.	direct line to Bethiehem, Allentown, Mauch Chunk, Hazieton White haven, Wilkesbarre, Mahanoy City, and all points in the Lehigh and Wyoming coal regions. Proceedings of the Heliadelphia, N. W. comer of	m
1	For circulars and further information apply at the Senera Office, or of any of the authorized Agents of the Company, LEWIS L. HOUPT, President.	MONUMENTS, TOMBS,	BERKS and AMERICAN Streets. WINTER ARRANGEMENT. NINE DALLY TRAINS.	L
;	"ompany. LEWIS L. HOUPT, President. JAMES M. CONRAD, Treasurer BENRY C. BROWN, Secretary. JOHN C. BULLITT, Solicitor. DIRECTORS.	GRAVE-STONES, Etc.	 Bazieton White Haven. Wilkesbarre. Mahanoy City, and all points in the Lehigh and Wyoming coal regions. Passenger Depot in Fhiladelphia, N. W. corner of BERKS and AMERICAN streets. WINTE B ARRANGEMERT. MINE DAILY TRAINS. On and siter TUESDAY, January 1, 1867. Passenger trains leave to New Peptot corner Berks and American streits, daily (Sundays excepted), as follows:	E
-	J. E. Kingelov, Continental Hotel	Just completed, a beautiful variety of FIALIAN MARBLE MONUMENTS,	At 740 A MMorning Express for Bethlehen and Principal Stations on North Pennsylvania Railroad connecting at Bethlehem with Lehigh Valley Kallroad	d d
8	 Bamuei C. Falmer, Caghier of Com. National Bank. H. G. Leisenring, Nos. 237 and 239 Dock street, James M. Conrad, firm of Conrad & Walton, No. 82 	TOMES AND GRAVE-STONES Will be sold cheap for cash. Work sent to any part of the United States.	or allentown, Catasanqua, Slatlogfon, Mauch Chunk Wentherly, Jeanesvile, Hazeton While Haven Wilkesbarre, Kingston, Pitnton and all points in Le	at J
t	Andrew Mehuffey, S. W. corner of Third and Wainut	HENRY S. TARR MARBLE WORKS.	high and Wyoming valleys; also, in connection with Lehigh and Mahanoy Kallroad, for Mahanoy City, any with Catawissa Kalroad, for Kupert, Danville, Milton	
1	G. C. Franciscus Gen. Agent Penna R. R. Co. Thomas K. Peterson, No. 3656 Market street.	124 wim5 No. 710 GREEN Street, Philadelphis	and Williamsort Arrive at Manob Chunk at 12:65 A M.; at Wilkesbarre at 3 P. M.; at Mahanoy City at 2 P M. Passengers by this train can take the Lehipt Val	be re - th
i	W. W. Kurtz, firm of Kurtz & Howard, No. 25 8. Third street.	FITLER, WEAVER & CO. MANUFACTURERS OF	ind points on New Jersey Central Hallroad to New York.	v ca
g	REMOVAL.	Manilla and Tarred Cordage, Cords Twines, Etc.	A19 A. M Accommodation for Doylestown, stopping at all intermediate stations. Passengers for Willow Crove. Hatboro, and Harisville, by this train, take the Stage at Old York road.	g m e pe
6		t willow, aco.	the Stage at Old 1 ork road.	pr

N EW FREIGHT ROUTE TO THE SOUTH AND SOUTHWEAT, VIA THE FULLADELIHIA, WILMINGTON AND BALTIMONE AND DELAWARE BALTIMONE AND DELAWARE INTERNICE AND INES TO Cristleid, Maryland, thence by the Great Southers Infand Ricean Pasication Company's Stemmers to Nor for K. Virginia, CONFECTION WITH THE OREAT VIEGINALAND TE ANENSEE AIR-LINE BALLWAY TO Memphi', Nushville Atlanta, and all points South and Southwest This routeoffers advantages ov Tail Compeding trans-peration intees Shippers by this has save both time and competence of the save both time portation times Shippers by this kno save both time an. money
 THE MARINE RISE BETWEEN CRISFIELD AND
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Agent Virginia and Tennessee - ir Lice + aitwa. No. 411 CHEANUT Attent. S. F. W LUBANK.

No 529 CHESNUT Street.

G LOBE EXPRESS COMPANY, OFFICE, NO. G 630 M ARKET Street. Phi sdeiphia, November 19, 1885 - The Globe Express Company will tels day open its first line between New York. Philadelphia, Balti-more, and Washington for HEAVY FARIGHT AND PACKAGES. They will call for and deliver promptly at the follow-ing Takes -

They will call for and deliver promptly at the follow-ing raises:-For heavy freights to and from New York. 40c. ptr 100 ba.t Ba timore, Sic. per 100 ibs; Alexandris. 61 29 per yo ibs; Tackages and valuables will be taken at as reasonable rates as y any other responsible Company. The Colleany is arranging to rapidly open its offices at all imboran points through the South and South-west, as a ull Express This Company are prepared to pay promptly for any tose of damage that nay occur. Orders may be let at the above Office. STUAMT GWYNN, Correst and the above Office. The Colleant Control of the Student. Bart of the state of the Student of the south and South west, as a ull Express This Company are prepared to pay promptly for any tose of damage that may occur. Orders may be let at the above Office. Orders may be let at the above Office. Of the Student of the Stude

THE ADAMS EXPRESS COMPANY, OFFICE, No. 320 CHESNUT Street forwards Parcias Part THE ADARS EAT MUSS COMPARING, OF THE No. 320 CHESNUT STREEL TOYNARD PARCIES, Fack-ages. Merchandise, Bank Notes, and Specie, either by its own lines, or in connection with other Express Com-penies, to all the principal towns and clues in the United states. [†]] JOHN BINGHAM, Superintendent.

PROPOSALS

G OVERNMENT SALE .-

The property known as the GOVLENMENT TANNERY AND STEAM SAW MILL, with seventy-live acres of land, near SAN ANFONIO,

with seventy-live acres of land, near SAM ANTONIA, Sealed proposals, in duplicate, will be received up to the first day of March, 1867, for the purchase of 75 acres of anc, more or less, together with the buildings crected thereon, and the appurtenances appertaining, that is to say:-One Tannery, containing twelve stone lime vats, fitty-two woods a vats, seven stone pools, and capable of tanning 15,000 hides per annum. One Steam Saw Mill, capable of sawing 3000 feet

One Steam Saw ann, capable of sawing 3000 feet of lumber daily. One small Stone Building. The above property is situated about two miles above San Antonic, on the San Antonio river, and the water is conducted to the establishment by a race of hewn stone, laid in cement. The land was purchased and improvements made by the late so called , outday to Governments made

The land was purchased and improvements made by the late so called confederate Government, and are estimated to have cost \$150,000 in gold. The property has been under lense for the year 1860, as a monthly rent of \$500, payable in advance. A secured trile in fee simple will be given by the United States Government. Proposals will be marked, "Proposals for Govern-ment Tannery and Saw Mill," and addressed to J B. KIDDOO, By't Maj.-Gen. Asst Com'n, Bureau R. F. and A. L., Gaiveston, Texas. 1117w

PROFOSALS FOR CAVALRY HORSES.-

DEPOT QUARTERMASTER'S OFFICE, BALTIMORE, Maryland,

BALTIMORE, Maryland, January 9, 1867. Sealed Proposals are invited and will be received at this Office until HURSDAY, 12 o'clock M., January 24, 1867, for the delivery in the City of Bal-timore of lorty-eight (48) Cavalry Horses. The horses will be subjected to careful inspection before being accepted. They must be sound in all respects, well broken, in tull flesh and good condi-uon, from fifteen to sixteen hands high, from five to nine years old, well adapted in every way for cavalry purposes.

cavalry purposes. The ability of the bidder to fulfil his agree-ment must be guaranteed by two responsible persons, which guarantee must accompany the The horses must be delivered within twenty (20) days from the date of acceptance of any proposal The Government reserves the right to reject any rall bids. Payment to be made on completion of or all contract. Bids will be endorsed "Proposals for Cavalry Horses," a more, Md. 'and addressed to the undersigned, Balti-By order of the Quartermaster-General. A. S KIMBALL, Captain and A. Q. M. U. S A, Depot Quartermaster. 1 11 11t PROPOSALS FOR CONTINUING DELA-WARE BREAKWATER. UNITED STATES ENGINEER OFFICE, No. 200 South SIXTH STREET, No. 200 South SIXTH STREET, PHILADELPHIA, JANUARY 7, 1867. Sealed Proposais, in duplicate, with a copy of this advertisement attached to each, will be received at this office nutil the 21st of February, 1867, for stone to the amount of \$67,000 (sixty seven thousand dol-lars), for the Delaware Breakwater. The stone to be of the hardest and most durable consilies the delivery to commence on or short the 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 no-suble unitorm. Of the total amount of stone, four-fifths are re-quired to be in blocks of not less than two tons, and ove-fifth in blocks of upwards of one-tourth of a

'BAILROAD LINES.

TALL STORE

nid points on New Jersey Central Haliroad to New York. A15 A. M.- Accommodation for Doylestown, stopping at all intermediate stations. Passengers for Willow Grove, Hatboro, and Harisville, by this train, take the Stage at Old York road. A 19 15 A. M.- Accommodation for Fort Washington, stopping at intermediate stations. At 2 35 P M.- Accommodation for Doylestown, stop-ping at all intermediate stations. At 3 45 P. M.- Accommodation for Doylestown, stop-ping at all intermediate stations. At 3 45 P. M.- Accommodation for Boylestown and principal stations on the North Yennsylvania Railroad, miking close connection at Bethleheim with Lehigh Yailey train for Ea ton, reaching there at 645 P. M. Passengers for Plainfield Somerville, and other points on New Jersey Central Hailroad, take New York at 10 45 P. M. Passengers or Sunneytown take Stage at North Wales and for Nazareth at Bethleheim, store at North Wales and for Nazareth at Bethleheim, store ville at Quakertown.

ers for Philadelphia by this train arrive 1 Train arrives at Oleopolis at 1.55 P. M.; P. M.; and at irvine on at 4.15 P. M.; onnection for the West Philadelphia bis train remain at irvineton until 8.11 at Philadelphia at 1.20 P. M. g South leave irvineton after arrival of delphia and Erie Bairosci, connect at i-hole City, and at Oil City with Atlantic ern Railway trains for Hence, Franklin, and with trains of Farmers' Bailway for mobidi, Paumer, Rynd, Tarr and Story im Centre, erc g North leave Oil City and Oloopolis trains from above points passengers can (eave Philadelphia at irvineton at 6.30 A. M., naving 15 min-st, and arrive at Irvineton at 4.23 P. main over night, and take the 6.54 A. M. Dassengers will find four computation

One Steam Saw Mill, capable of sawing 3000 feet

that he had remarked that more women than men had been married that year, were neither of them Irishmet.

-Elopements, divorces, and crimes are so numerous that the New York Sun thinks the whole continent is incontinent.

-Criminals in Chicago seem to have the sym pathy of the judges and grand juries. Obliquity of vision.

-A crusty bachelor objects to chambermaids because they use more hair oil than any six men.

-The C. O. I. R. never had his photograph taken in Ireland, though his head has for some time been very much wanted there.

-The Paris papers have been indulging in a sharp criticism of the French budget. They think Fould has fooled the empire.

-The spring term in Yale College began on Thursday.

-The fire-bells in Montreal gave notice of the new year by striking 1867.

-The present style of Coiffure is styled-Chig-non-sense.

-America has 90,000 miles of telegraph lines; Europe, 60,000.

-The Concord (N. H.) Monitor and Indepen-dent Democrat have united their fortunes.



Franklin Fire Insurance Co. OF PHILADELPHIA. Assets on January 1, 1866. \$2,506,851'96. Capital. Accure: Surplus. Premiums. UESETTLED CLAIMS. ENCOME FOR 1966 \$11,467,53. STR,000.00 \$11,467,53. STR,000.00 \$11,467,53. STR,000.00 \$10,000.00 \$11,467 53. LOSSES PAID SINCE 1829 OVER \$5,000,000. Perpetuni and Tem porary Policies on Liberal Terms. DIMECTORS. Charles & Bancker, Samuel Grant, Samuel Grant, Sance Les, CHARLES & CHARLES & BANCKER, President. EDWARD C. DALE, Vice-Fresident. JAS. W. MCALLISTEE, Secretary protem. 115 LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY. Capital and Assets, \$16,000,000.

Invested in United States, \$1,500,000. Total Premiums Received by the Company in 1865, #4,947,175. Total Losses Paid in 1865, \$4,018,250 All Losses promptly adjusted without reference t

England.

ATWOOD SMITH, General Agent for Pennsylvania, OFFICE,

No. 6 Merchants' Exchange PRILAIMELPHIA. 18 il üm

MOVAL. E Manilla and Tarred Cordage, Cords, Twines, Etc. No. 23 North WATER Street, and No. 22 North DELAWARE Avenue, PHILADELPHA. Edwis H. FITLER, Michael Weaver, CONEAD F. CLOTHER, 2145 The Girard Fire and Marine SLATE MANTELS Insurance Company SLATE MANTELS are .usurpassed for Durability. Beauty, Strength, and Cheapness, SLATE MANTELS and Slate Work Generally, made HAVE REMOVED TO THEIR to order. J. B KIMES & CO, NEW OFFICE. 9.125 Nos 2126 and 2128 CHESNUT Street. 912 ARCH STREET. - GAS FIXTURES, -VANKIEK & CC. would respect ully direct the atten-tion of their friends, and the public generally, to their large and elegant assoriment of GAS FIXTURES, CHANDELLERS, and ORNAMENTAL BRONZE WARES. Those wishing handsome and thoroughly made Goods, at very reasonable prices, will find it to their advantage to give us a call before purchasing else-where. NORTHEAST CORNER CHESNUT and SEVENTH Streets. 1 195 PHILADELPHIA. where, N. B.-Solled or tarnished fixtures refinished with special care and at reasonable prices, 84 cm VANKIRK & CO. PROVIDENT LIFE AND TRUST COMPANY OF PHILADELPHIA No. 111 South FOURTH Street. INCORFORATED 30 MONTH. 224, 1865, 1 CAPITAL, \$150,000, TAID IN. Insurance on Lives, by Yearly Premiums; or by 5, 10, or 20 year Fremiums. Non-forreiture. Endowments, payable at a future age, or on prior decease, by Yearly Premiums, or 10 year Fremiums-both classes Non-forreiture. C B N E X C H A N G E JOHNT, BAILEY & CO., S, E, corner of MARKET and WATER Streets. decease, by Ycarly Fremiums, or 10 year Fremions-both classes Non-tortelture. Amuities grabted on favorable terms. Term Folicies. Children's Endowments This Company, while giving the insured the security of a paid-up Capital, will divide the entire profits of ise Like business among its Policy holders. Moneys received at interest, and paid on demand. Authorized by charter to execute Trusts, and to actis Executor or Administrator. Assignee or Guardian, an in other fiduciary capacities, under appointment of any Court of this Common wealth or of any person or or er-sons, or bodies politic or corporate. DEALERS IN BAGS AND BAGGING Grain, Flour, Salt, Super-Phosphate of Lime, Bone Large and small GUNNY BAGS constantiyion h pd. 2-226 Also, WOOL SACKS, JOUNT BAILEY JAMES CASCADEN. sons, or bodies politic or corporate. DIRECTORS. SAMUEL RISHIPLEY, RICHARD CADBURY, JEREMIAH HAGKER, HENRY HAINES, JOSHUA H. MORRIS, TWISTAR BROWN, RICHARD WOOD, WM. C. LONGSTRETH, CHARLES F COFFIN. AMUEL R SHIPLEY, ROWLAND PARRY, President, Actuary THOMAS WISTAR, M. D., J. B. TOWNSEND, 7275 Medica Examinaer, Legal Adviser, HIRE INSURANCE EXCLUSIVELY,-THE crins. Their Capital, together with a arge Surplus Fund. nvested in the most careful manner, which enables hem to offer to the insured an undoubted security in the mase of loss. pureCrons.

ase of 1058. Daniel Smith, Jr., Alexander Benson, Isaac Harlehurst, Thomas Robbins, DANIEL SMITH, Ju., President, DANIEL SMITH, Ju., President, WILLIAM G. CROWELL, Secretary. 3305

HENIX INSURANCE COMPANY OF PHILADELPHIA. INCORFORATED 1864-CHARTER PERPETUAL, No. 224 WALBUT Street, opposite the Exchange. In addition to MARINE and INLAND INSURANCE, this Company insures from loss or damage by FIRE, or iheral terms on buildings, merchandise, furniture, or iheral terms on buildings, merchandise, furniture, stretc, itor imited periods, and permanently on buildings, by deposit of premium.

 if c. for imited periods, and periods of premium.
 The Company has been in active operation for more han SIX TY YEA R's during which all losses have been promptly adjusts d and paid.
 John L. Hodge.
 John L. Hodge.
 John T. Lewis.
 William S. Grant.
 Robert W. Leaning.
 D. Cark Wharton.
 Bannol Wilcox.
 John N. Levis.
 John Wilcox.
 John S. Mathematical and the sector of t SABLE WILCOX, Secretar,

W^{1 L} L I A M S. G R A N T. COMMISSION MERCHANT No. 33 S. DELA WARE Avenue, Philadelphia, AGENT FOR Dupont's Gunpowder, Refined Nitre, Charcoal, Etc W. Baker & Co.'s Chocolate Cocos, and Broma. Crocker Bros. & Co.'s Yellow Metal Sheathing, Bol and Salis. and Nalls. COTTON AND FLAN, Of all numbers and brands. Tent Awning, Trank, and Wagon Cover Duck. Also, Paper Manufacturers Drier Feits, from one to seven fect wid.; Fauling, Beiting, Sall Twine, etc. JOHN W. EVERMAN & CO, JOHN W. BORN & CO, No 103 JONES Alley. GEORGE PLOWMAN. CARPENTER AND BUILDER, No. 232 CARTER Street, And No. 141 DOCK Street. Machine Work and Millwrighting promptly attended

A LEXANDER G. CATTELL& CO. A LEXANDER G. CATTELL& CO. NO.: GNORTH WHARVES NO.: GNORTH WHARVES NO.? NORTH WHARVES NO.? NORTH WHARVES NO.? NORTH WHARVES NO.? NORTH WATER STREET, THILADELPHIA ALEXANDERG.CATTELL ???) ELIJAH G CATTELL. PHILADELPHIA SULGEONS BANDACE INSTITUTE, NO. 14 N NINTH Street, above Market.-B. O INTERET, after thirty years' practical experience, guarantees the skulul adiasiment of his Premium Patent Graduating Pressure Truss, and a variety of others. Supporters, Elistic Stochings, Houlear Braces Crutches, Suspensories, etc. Ladies' apartments con-ucted by a Lady. 3295

Manufacturer of Poudrette S105 GOLDSMITHS HALL, L BRAEY Street

THE NEWS-STAND. S. W. CORNER and 9 P. M. for the sale of the leading Morning. Evening Weekly, Sunday, and Illustrated Newspapers of this city; together with the New York dailies weeklies, etc.] 72

A. Laschiels of Subjective Lase State at Addin Wales, and for Nazareth at Bethlehem, and for Green-ville at Quakertown.
 At 4'20 P. M. - Accommodation, for Doylestown stop-ping at all intermediate stations. Passeagers for Wi low Grove, thatboro', and Haresville take stage at Abing-ton: for Lumberville at Doylestown.
 At 5'20 P. M. - Through accommodation, for Bethle-hem and all stations on main line of North Pennsvivania Enliroad, connecting at Bethlehem with Lehigh Valley Evening Train for Allentown, Mauet Chunk, etc. At 6'20 P. M. - Accommodation for Fort Washington. TRAINS ARRIVE IN PHILADELPHIA From Bethlehem at 9'16 A. M., 2'20 and 8'40 P. M. 2'30 P. M. train makes direct connection with Lehigh Valley trains from Easton. Wilkesparte, Mabanoy City, and Hazleton.

Hazleton. ssengers leave Wilkesbarre at 1 39 P. M. connect at lebets at 6 15 P. M., and arrive in Philadelphia at

Bethlehem at 6-15 P. M., and arrive in Philadeiphia at 8-40 F. 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.
ON SUNDAYS.
Philadeiphia for Bethlehem at 9-30 A. M.
F hiladeiphia for Doylestown at 2:35 P. M.
Doylestown to Philadeiphia at 4.2 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 time the proceed at the Ticket Office, in order to secure the lowest rates of fare.
Hitiman's Baggage Express will call for and deliver Baggage at the Depot.
Office, No. 113 South THIRD Street.
115

PITTSBURG, COLUMBUS, AND CINCIN NATI RAILROAD COMPANY. THE PAN HANDLE ROUTE WESTWARD. Owing to the great distance saved by THI'S ROUTE, the Government has assigned to it the carrying of the United States Mail to the principal cities of the West and Southwest

United States Mail to the principal cities of the West and Southwest THERE BEING BUT ONE CHANGE OF OARS BETWEEN FHILADELFHIA AND CINCINNATI AND BUT TWO TO ST. LOUIS. PASSENGERS BY THIS ROUTE WILL ARRIVE IN CINCINNATI. INDIANAPOLIS. CAIRO, AND ST LOUIS, ONE TRAIN IN ADVANCE. OF ANY OTH+ R LINE. Fast line at 12:00 M. Passengers by this train take supper at Altooms: can take state room sleeping cars fussengers are not subject to change at Pittsburg, but ron through to Coshoeton, affording an usoroken uight's rest.

Might's rest. Night Fapress 11 P. M. Passengers can take sleeping cars through to Cincinnati with but one change; by his line 'ou have the advantage of comfort, and plea-preparticularly for adles travelling alone, and amilies with children, by this routs between Philadelphia and hit the principal points West and South. Re sure to purchase tickets "VIA STEUBEN-VILLE" at

CAMDEN AND ATLANTIC BAILROAD, WINTER ARRANGEMENC, Leave Vine Street Ferry daily, as follows (Sundays

And Descent Street, Square, Squa

'i he stones will be subject to rigid inspection, and will be received or not, as the Engineer, or his agents, shall find them to accord, or not, as to 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 officer. A reservation of ten per centum on partial pay-ments 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 inrther information, apply at this office. C. SEAFORTH STEWART, 16 tuths 6w Maj. Eng. and Bvt, Lt.-Col.

M EDICAL BOARD FOR THE EXAMINA-TION OF CANDIDATES FOR ADMISSION INTO THE NAVY AS ASSISIANT SURGEONS. EUREAU OF MEDICINE AND SURGERY, NAVY DEPARTMENT, December 29, 1866. A Beard of Medical Officers in Power Bession at

A Board of Medical Officers is now in session at the NAVAL ASYLUM Philadelphia, for the exami-nation of candidates for admission into the Medical

Corps of the Navy. Gentlemen desirous of appearing before the Board must make application to the Ronorable Secretary of the Navy, or to the undersigned, stating resi-dence, place and date of birth. Applications to be accompanied by respectable testimonials of moral character. character.

Candidates must not be less than twenty-one nor

Candidates must not be less than twenty-one nor more than twenty-six years of age. No expense is allowed by the Covernment to can-didates attending the sessions of the Board, as a successful examination is a legal pro-requisite for appointment is the Navy. The many vacancies existing in the Medical Corps merge humidities appointment to mercently approximates.

insure in mediate appointments to successful candi-

1.2 th10t

P. J HORWITZ, Chief of Bureau.



Re sure to purchase tokets "TA STRUBEN-'ILLE" "at P+NNSYLVANIA RAILROAD OFFICE, Corner of THIRTIETH and MARKET Streets. S. F. SCULL General Ticket Agent Steubenville, O. General Fasient Basengor Agent, No. 526 Broad way, New York. COHN DURAND, Genera Suporintendent. Pennevivania Habroad Office. No 631 Chesnut street, rea Thirtieta and Market streets. West Philadelphia. †

A. PEYSON,

PROPERTY-The only place to get Privy Wells cleaned and d p-nfected at very low prices.