Santa Maria del Flore.

A correspondent writing from Florence, thus scribes the Church of Santa Maria dei Fiore After I experienced the newly-aroused emotionawakened by the sky aspiring dome of st Peter's at Rome, I though that anything more daring and complete in the way of imaginative creations could not be conclived by mortal; but here in Florence I am wholly absorbed in the contemplation of the grandeur and sub-limity of Santa Maria del Flore. Here esthetic science is unfettered. Spire and shaft, flying buttress and lofty windows, whose lights give out celestial colors, lift up their forms until they are almost lost in the welcoming heaven above them. Here 1 fird the true Gothic, characterized by that ethereal deileacy that uplitis the soul to its Maker. Standing in the shade of its lofty spire, human self is annihilated. As I decipher its infinity of artistic adornments which lead the eye and thought upward, no ing here and there the lavish painting and sculp-ture, the embodiment of spiritual and imaginative faculties suggested by spire and shaft, I became conscious of the adaptability of use and flexibility of beauty illustrated by granite,

marble, and porphyry. Thave observed that the chief characteristic feature of Gothic architecture, that which gives it a value for spiritual purposes beyond any other system of architecture, seems to be ne-glected by the modern builders. I refer to its stained glass windows and general management of color, light and shade. Its later and best style of windows were those which were carried out in the cathedrals of France and England; the one marked by richness and lightness, and the other by richness and solidity, each beauti-ful. Here we have the full object and meaning of architecture, internally and externally. The architect's work is not completed when the hisel is laid down. Something yet requires to be added to the solemu shadows of column, pointed arch and sky-tipped spire, the enduring lessons of carved stone and brillhant fresco-to all these must be added the rays of heaventinted light, streaming through rainbow-hued windows, which, falling in stanting streams, fill the whole interior of the sanctuary with a oft effnteence.

What a contrast we have presented in this picture to the style of ornamentation so prevalent in church architecture in this country! With us the rule is barren walls, broken by graceles windows, stiff, grim doorways, and a thousand evices and ornaments signifying nothing. Monstrosities of art are termid magnificent Polished marble, and granite displaying evidences of manual difficulties overcome barren of sentiment or the essence of intellectual art, are accepted as peculiarly appro-priate and applicable, simply because the American people have not yet learned the true definition of art, and lack the backbone to acknowledge their tgnorance. Monstrous creations wrought by the hammer and chisel are termed "works of cousumma etaste and ability;" 'magnificent prools of powerful gentus;" "equal if not superior to anything to be found Europe." Adjective is pited on adjective, all swelling words reminding one of the fable of the frog and the ox, words having no more application to the matter under consideration than a criticism on Cole's "Voyage of Life" bears to a blacking box. A correct appreciation of art is of gradual growth and study. But as the fee ing is innute in man, all that is required is culture. Art has been defined as the ornamental side of lite, as science is its useful.

There is no reason why Americans, whose keen appreciation of all that is appropriate in art as well as material development has been demonstrated time after time in illustrations appealing directly to the intellect, should be content to borrow perpetually when they have the ability to build upon a basis founded upon an intimate knowledge of art and its requirements. We have seen in a single branch of ornamental art what perseverance, energy, and study can accomplish. This branch combines;and pleasures. Second, illustration appealing directly to the intellect. Third, purely imagi-native expressions exhibiting revelations of the artist's inner conceptions. All these are embodied in the art of glass staining. In the middle ages the art ranked second to none. All that was attempted in landscape and historical painting was seized upon eagerly by the glass stainer, adapted to architecture, and burned When the artists their secrets died with them. The indied creased demand for the production of skilled artists in this profession (a demand which is not confined to our continent alone), however, leads us to indulge the hope that this art, partially lost, will again be restored to the world in its perfection. The american people are susceptible of the highest culture. There is a disposition evinced to demonstrate this fact, which is nowhere more apparent than in the revival of a pure architecture in our church edifices. In the purely ornamental and decorative art the nubrie are beginning to demand something better than tawdry, meaningless designs and glaring colors that violate taste and harmony. The very de-cided demand for appropriate and symmetrical ornaments, adapted especially to public buildings, bids fair to be supplied by native manu facturers and artists, A single firm in New York, Messrs, Page, Zellers & Daff, devote their energies to the task of supplying the demand. far they have been successful in their efforts to place the art upon a permanent foundation. That they will be able to restore it to its glory, when the rulers of the world bowed before the genius of the adept in the art, is more than we can reasonably hope. But that they will succeed in time in rivaling the finest productions of modern times in Europe is within the scope of possibility. Whoever will take the trouble to examine the glass stained by this firm, will be gratified to perceive how nearly the artist ap-proaches the perfection only to be found in the oldest European establishments. He will also form some idea of the possible achievements in the art under the fostering encouragement of an appreciative people, who have only to will it in order to rival the Old World in all that is harmonious in art as well as material progress There is nothing in the art of ornamentation feasible that this firm will not attempt. They have succeeded in producing larger sheets of glass, uniform in color, soft, brithant, and hibiting a rare harmony, than can be found in any other establishment in the country. Manufacturing their own glass, they obtain a crystal clear sheet of any given size, for a basis. Their facilities enable them to produce a sheet varying from fifty to sixty inches in length in the time ordinarily occupied in staining and enameiling the smallest sheet. Discarding stereotyped patterns and old-fashioned designs, they have succeeded in perfecting a process which enables them to produce patterns of any required de-scription in the shortest space of time. It will seen from this that parties interested in church buildings can obtain anecial patterns at cost, with the privilege of retaining exclusive possession of them. A field is also opened for the artistic taste of parties connected with public enterprises. In a word, the firm alluded to have smoothed over some of the greatest difficulties that have hitherto stood in the way of the restoration of one of the most useful of the fine arts.

laid as de, even when personal fear has brought i out all the latent ferodity of his nature-the cowardice and cuming that prompt him, even in his wildest paroxysm of rage against a girl. to provoke another man to do the deed he burns to see done, but dares not do himself, were expressed with wonderful completeness of effect. In strong contrast was the dull, heavy animal nature of Sikes, incapable alike of thought and of fear, a bull-dog obedient to a fox. The most

painfully real passage in the 'reading' was that in which Nancy pleads value for her life to her brutal and exasperated murderer. It was just one of those effects which would be ludicrous if they were not terrific. "The verdict of the private andience was une-guivocably favorable. Mr. Dickens has appointed

Tuesday, the 5th of January, for the first public reading of 'Sikes and Nancy.'"

Squinting.

From the Imperial Review. Equinters, says Trimatchio, are born under the sign of the Archer, and inherit something of the doubly-gitted Lature of their patron. Holera special, lardum tollunt. They fix one eye on a bundle of cabbages, and snatch up a pound of bacon fat that they have spotted with the other. Two or three servants of that kind might prove very useful on occasion. And you cannot make a squinter blush, not even if you catch him in the act. The seat of shame is in the eye, and people blink when they are not able to look straight back at their confronters; the squinter shifts all his shame into the eve that is turned away, and looks at you with the other, coldly, impassively, stouly. It is almost impossible to get the best of a squinter in private life. Is she a duenna, and are you looking for the chance of a moment's flirtation with her fair charge? She turns aside to poke the fire, to pick up her work, to glance out of the window.

You seize the happy opportunity, you pass a little note, you get a hasty squeeze from a little hand, you throw the longing of a life into one eloque nt look; and lo! a spare eye has been on you all the while, has interpreted the loving ook, has dilated with horror at the clasping of the bands, and bas half read the little note. Are you dining with Gulosus? Think not that he is unmindful of you when he bends over his plate, or leans back to drink a deep draught of Lafitte. Another eye is doing duty over you, has foreseen and frustrated your desire for that last cole ette a la Vicomtesse, and has rendered utteriy futile your efforts to snatch a surrep-titious glass. What, though you have just told your best story, have just let off your long, bottled-up joke? Are you, therefore, vain, credulous man, to keep that bottle of "comet" claret in delicious proximity to your credulous right hand? No. An eye that never sleeps on you, and from afar off the voice of om is heard. "Please to fill up Mrs. G.'s doom is heard. glass, and pass the bottle this way." you hear an invitation to remain? Thiak not it is for you. The face may be turned towards you, but the inviting eye is directed otherwise. Do you hear a hint about going ? Though you may only see the back of the head of the speaker, yet the look, and the words acc ompanying the look, may be meant for you. Disregard them not, lest they be repeated with a particularity of emphasis and gesture that may make you disagreeably conspicuous. Take it however you will, it is an unequal battle. You cannot go on fighting against a man or a woman who has one eye for his or her business and for affairs generally, and auother for your especial behoof. You must give up when are sgainst you (slightly altering the words of our great poet) :---

"Everywhere Two eyes in council, two beside the bearth, Two in the tangled business of the world, Two in the liberal offices of life."

It is the fashion of the present day to attempt to utilize everything, including sewage and the intelligent working man. Why, then, should we not utilize the squinter? Here is a fine field for inventive genus, and, as a small contribu-tion, we suggest two vocations in life in which he might be of service. He might be a wonder-ful racing judge. There is one contingency in helpless. When two horses are running wide on the far side of the course, and a third is hugging the rails on the judge's side, if the three pass the winning post almost abreast, it is physically impossible for the judge to see more than two of them. He stands in his box, and looks straight across at a post on the opposite side. He can then only see whetever passes across that particular line of sight. But it is clear that a horse passing at the same time immediately under the nose would not cut that line of sight at all, especially when the course is very wide, as are some of the courses at Newmarket. The judge would then lese him, as it is technically called; or if his attention was distracted in his favor, he would lose the two on the opposite side. We ourselves have seen more than one instance of this at Newmarket. Now a judge with a powerful squint could keep one eye fixed on the opposite post, and the other on the ground just under his fact, or on any point where a horse, running very wide of the rest, would pass the winning-chair; and as the two eyes would see simultaneously, in point of time, although the lines of vision uld be different, there would be no difficulty in forming an accurate judgment under the most arduous circumstances. Again the squinwould be invaluable as an umpire at cricket. Formerly, when high bowling was not allowed. the umpire at the bowler's end had to see three things almost simultaneously: First, that the bowler's arm was not unduly elevated; secondly, that his first foot was not over the crease; and, thirdly, that he did not bowl a e ball. He is not required now to look after the first of these three; but still, it is a great enort to attend accurately to the bowler's nost and then suddenly to raise your eyes, and note with equal accuracy the pitch of the ball. Still more difficult is it to judge a ran-out. Frequently the bat is grounded, and the balls are whipped off almost in the same instant of time. Yet the umpire must witness each of these actions separately, by two distinct actions of vision; and it is not too much to say that there are numberless cases of this kind in which he umpire's decision can be acthing else, from physical causes, than a happy guess. But our squinter, with one eye on the wicket-keeper's hands, and the other on the batman's foot or bat-whichever was toremost-could see both actions independently, and could decide with mathematical certainty which occurred first, Doubless, there are other cases in which the ervices of the squinter might be introduced with happy results; and it is not impossible that he destined to play an important part the future. He may yet have his revenge on the jokers who have made fun of him for so many centuries; he may yet hve to illustrate the proverb, that those who laugh the loudest io not always win.

BAILROAD LINES.

TADAY EVENTING FELLIN T-PRICADEADING . THURSDAY DECENTES OF

THE DAILY EVENING TELEGRAPH-PHILADELPHIA, THURSDAY, DECEMBER 31, 1868.

Al 6/30 and 10 A. M., 1, 5/33, 4/30, 6, and 11/30 P. M. for Florence, Edgewater, Rivernice, Biver.on, Pal-myra, and Fish House, and 2 P. for Florence and Eiverton, The 1 and 11/30 P. M. Lines leave from Market

myra, and Fiss. House, and 2 P. for Floreace and Flyarton.
The 1 and 11:30 P. M. Lines leave from Market Street Ferry (upper slda.)
At 11 A. M., vis Keusington and Jersey City, New York Express Line, Fare \$3.
At 730 and 11 A. M. 230, 330, and 5 P. M. for Trenton and Bristol. And at 10:15 A. M. for Bristol.
At 730 and 11 A. M. 230, and 5 P. M. for Morrisville and Thilytown.
At 730 and 10:16 A. M. 230, and 5 P. M. for Cornwell's, Toresata, M. 230, and 5 P. M. for Cornwell's and 10:15 A. M. 230, and 5 P. M. for Cornwell's and Ioils A. M. 230, 4, 5, and 6 P. M. for Cornwell's, Toresata, Hoimesburg, Tacony, Wissino-ming, Bridesburg, and 12 P.M. New York Express Lines, via Jersey City, Fare, \$3
At 730 and 10:16 A. M. 230, 4, 5, and 6 P. M. for Cornwell's, Toresata, Hoimesburg, Tacony, Wissino-ming, Bridesburg, and Trankford, and at 8 P. M. for Hoimesburg and intermediate Stations, FROM WEET r HILADELPHIA DEPOT, Via Connecting Balway.
At 945 A. M. 120, 4, 630, and 12 P. M. New York Express Lines, via Jersey City, Fare, \$3
At 945 A. M. 20, 4, 630, and 12 P. M. for Trenton.
At 945 A. M., 8, 630 and m P. M., for Brastol.
At 945 A. M., 8, 630 and 12 P. M. for Brastol.
At 945 A. M., 8, 630 and 12 P. M. for Brastol.
At 945 A. M., 8, 630 and 12 P. M. for Brastol.
At 945 A. M., 8, 630 and 12 P. M. for Brastol.
At 945 A. M., 8, 630 and 12 P. M. for Brastol.
At 945 A. M., 8, 630 and 12 P. M. for Brastol.
At 945 A. M., 8, 630 and 12 P. M. for Brastol.
At 945 A. M., 8, 630 and 12 P. M. for Brastol.
At 945 A. M., 650 and 12 P. M. for Brastol.
At 945 A. M., 650 and 12 P. M. for Brastol.
At 945 A. M., 650 and 12 P. M. for Brastol.
At 945 A. M., 650 and 12 P. M. for Brastol.

ford. The 945 A. M., 630 and 12 P M. Lines will run daily, All others, Sundays excepted. For Lines leaving Kensington depot take the cars on Third or Fifth streets, at Chesnit, 30 minutes before departure. The cars of Market Street Kallway run direct to West Philadelphia Depot, Chesnut and Walnut within one square. On Sundays the Market Street cars will run to connect with the 945 A. M. 6'30 and 12 P. M. Lines.

BELVIDERE DELAWARE RAILROAD LINES.

Fiber KENSINGTON DEFOT. At 7:30 A. M. for Niagara Falls, Buflaio, Dunkirg, Eimira, Ithaca, Owego, Bochester, Binghamton, Os-wego, Syracuse, Great Bend, Montrose, Wilkesbarre, Scranton, Stroudsburg, Water Gap, Schooley's Monn-tain, etc.

Lamber, etc. A. M. and 3:30 P. M. for Belvidere, Easton, At 7:30 A. M. and 3:30 P. M. for Belvidere, Easton, Lambertville, Flemington, etc. The 3:30 P M. Line connects direct with the Train leaving Easton for Mauch Chunk, Allentown, Bethlehean, etc. At 5 P. M. for Lambertville and Intermediate Sta-

tions. CAMDEN AND BURLINGTON COUNTY JAND PEMBERTON AND HIGHTSTOWN RAIL-ROADS. PROM MARKET STREET FERRY. (Upper Side.) At 7 and 19 A. M., 120, 350, and 520 P. M., for Mer-chantsville, Moorestown, Hartford, Masonville, Hainsport, Hount Holy, smithville, Ewansville, Vincentown, Birmingham, and Pemberton. At 7 A. M., 130 and 330 P. M., for Lewistown, Wrightatown, Cockstown, New Egypt, Hornerstown, Cream Bidge, Imisystown, Sharon, and Hightstown, 1116 WILLIAM H. GATZMER, Agent.

DENNSYLVANIA CENTRAL RAILROAD.

PALL TIME, TAKING LEFFECT NOV. 22, 1860. FALL TIME, TAKING EFFECT NOV. 22, 1860. The trains of the Pennsylvania Central Kaliroad leave the Depot, at THIRTY, FIRST and MARKET Streets, which is reached directly by the Market Streets cars, the last car connecting with each train leaving Front and Market streets thirty minutes be-fore its departure. The Chesnut and Wainut Streets cars run within one square of the Depot. Bisepting Car Tickets can be had on application at the Ticket office N. W. corner Ninth and Chesnut streets, and at the depot. Agents of the Union Trainfer Company will call for and deliver baggage at the depot. Orders left at No. 901 Chesnut Street, or No. 116 Market street, will receive attention.

receive attention. LEAVE DEPOT, VIZ:-

CHID 4 112
Mail Train
Paott Accommodation, 16'30 A. M., 1 40, and 9'00 P. M.
I BOIL ACCOUNTING WHITE I I STORE
Fast Line
Erie Express
Harrispurg Accommodation 2'50 P. M.
Lancaster Accommodation 4'00 P. M.
Linite of the last State
Parkesburg Train
Cincinneti Express
Erie Mail and Buffalo Express10 45 P. M.
Philadelphia Express
Erie Mail leaves dally, except Sunday, running on
Saturday night to Williamsport only. On Sunday night
passengers will leave Philadelphis at 12 o'clock.
passongers with four of a financial particular to the state
Entladelphia Express leaves daily. All other trains

Philadelphia Express leaves daily. An other trains daily, except Sunday. The Western Accommodation Train runs daily, ex-cept Sunday. For this train tickets must be pro-cured and bagsage delivered by 5 °0 P. M., at No, 118 Market street. TRAINS ARRIVE AT DEPOT, VIZ.-

Parkesburg Train

RAILROAD LINES.

READING BAILBOAD. - GREAT TRUNK READING RAILINGAD. -- GREAT TRUNK To LINE from Philaceiphia to the interior of Pennssivania, the Schnyikil, susquehanna, Cumber-land and wyoming Valleys, the North, North west and the Canadas Winter Arrangement of Passenger Trains, December 14, 1865, leaving the Company's Depot, Thirteenth and Callowhill streets, Philadel-phis, at the following hours:--MORNING ACCOMMODATION.-At 730 A. M. for Reading and all intermediate stations, and Allen-town.

 Nor Keading and all intermediate stations, and Allentown.
 Returring, leaves Reading at 6:35 P. M., arriving in Philadelphin, at 9:25 P. M.
 MORNING EXPRESS-At \$15 A. M., for Reading, Lebanon. Harriborg, Pottwille, Pine Grove, Tama-qua. Sunbury, Williamsport. Elmira. Rochester, Niagara Fails, Buffalo, Wilkesbarre, Pittston, York, Carlisle. Chambersburg, Hagerstown, etc.
 The 7:30 train connects at Reading with the East Peonsylvania Railroad trains for Allentown, etc. and the 815 A. M. connects with the Lebanon Valley train for Harrisburg, etc., at Port Clinton with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at Harrisburg with Northern Central, Comber-iand Valley, and Schnylk'll and Senguebanna trains for Northomberland, Whilamsport, York, Chambers-burg, Finegrove, etc.
 AFTERNOON EXPRESS.-Leaves Philadelphia at FOR LIVERPOOL AND QUEENS FOR LIVERPOOL AND QUEENS TOWN.-Inman Line of Mail Steamort are appointed to sail as follows:-CITY OF LONDON. Saturday, December 28. CITY OF LONG THE Steamort of the

burg, Pinegrovs, etc. AFTERNOON EXPRESS.-Leaves Philadelphia at 120 F. M. for Research

AFTERNOON EXPRESS.-Leaves Philadelphia at 570 F. M. for Reading. Politavile. Harrisburg, etc., connecting with Heading and Columbia Railroad trains for Columbia, etc. POTTSTOWN ACCOM MODATION,-Leaves Potts-town at 6 4b A. M., stopping at intermediate stations; arrives in Philadelphia at 910 A. M. Reitering leaves Philadelphia at 400 P. M.; arrives in Potistown at 615 P. M.

READING ACCOMMODATION .- Leaves Reading

READING ACCOMMODATION.-Leaves Reading at 730 A. M., stopping at all way stations: arrives in Fhiladelphia at 10 20 A. M. Returning, leaves Philadelphia at 445 P. M.; arrives in Reading at 740 P. M. Trains for Philadelphia leave Harrisburg at 810 A. M., and Pottaville at 845 A. M., arriving in Philadel-phia at 1 P. M. Afternoon trains leave Harrisburg at 205 P. M., and Pottaville at 245 P. M.; arriving at Philadelphia at 845 r. M.

P. M., and Pottsville at 245 P. M.; arriving at Philadelphia at 845 P. M.
Harrisburg accommodation leaves Reading at 745 A. M., and Harrisburg at 410 P. M. Connecting at Reading with Afternoon Accommodation south at 635 P. M., arriving in Philadelphia at 823 P. M.
Market train, with a Passenger car attacned, leaves Philadelphia at 1230 noon for Poitsville and all Way Stations: issues Pottsville at 750 A. M. for Philadel-phils and all other Way Stations.
All the above trains run daily. Sundays excepted.
Sutday trains leave Pottsvile at 500 A. M., and Philadelphia at 515 P. M.; heave Philadelphia for Reading at 8 00 A. M., returning from Beading at 452 P. M.

CHESTER VALLEY RAILBOAD,-Passengers

CHESTLA VALLEY KALLOAD. - Passengers for Downingtown and intermediate points take the 730 A. M., 1230 and 4'00 P. m. trains from Philadel-phia; returning from Downingtown at 6'30 A. M., 12'35 and 5'15 P. M. PERKIOMEN RAILROAD. - Passengers for Skip-pack take 7'30 A. M. and 4'00 P. M. trains from Phila-delphia, returning from Skippack at 8'10 A. M. and 12'45 P. M. Stage lines for various points in Perkiomen Valley connect with trains at Collegeville and Skip-pack.

NOTICE.-FOR NEW YORK, VIA DELAWARE AND RARITAN CANAL EAPRESS STEAMIOAT COMPANY. The Steam Propeiters of sons line toave DAILY from first wharf below Margo, street, Goods New and the street, FILE STEAMING AND STREET, Goods New and West, free of commission, Freights received at our usual low rates. WILLIAM P. CLYDE & OO, Agenta, No. 145, WHARVES, Finitadophia, JAMES HAND, Agent, No. 119 WALL Street, corner of South, New York pack. NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.-Leaves New York at 9 A. M., 1600, and 800 P. M., passing Reading at 105 A. M., 160, and 10'19 P. M., and connect at Harrisburg with Pennayi-vania and Northern Central Rairroad Express Trains for Flutsburg, Chicago, Williamsport, Eimira, Balti-more, etc.

for Pitusburg, Chicago, Williamsport, Eimira, Baltimore, etc.
Returning, Express Train leaves Harrisburg, on arrival of Fennsylvable Express from Pitusburg, at 250 and 550 and 550 A. 10500 P. M. passing Reading at 544 and 7.81 A. M., and 1250 r. M., arriving at New York, liv60 A. M., and 1250 and 550 P. M. Sleeping Cars accompanying these trains through between Jersey Uity and Pitusburg, without change,
Mali train for New York leaves Harrisburg at 810 A. M. and 205 P. M. Mail train for Harrisburg at 810 A. M. and 205 P. M. Mail train for Harrisburg leaves New York leaves Harrisburg at 810 A. M. and 205 P. M. Mail train for Harrisburg leaves New York leaves RAILROAD.-Trains leave Pottaville at 645, 1170 A. M., and 640 P. M., eturning from Tamaqua at 835 A. M., and 216 and 438 P. M.

P. M. HUYLKILL AND SUSQUEHANNA RAIL-

BOAD,-Trains leave Auburn at 7 55 A. M. for Pine-grove and Harrisburg, and at 12 15 P. m. for Pine-grove and Tremonik returning from Harrisburg at 530 F. M., and from Tremsnt at 7 40 A. M., and 535

P. M. TICKETS,-Through first class tickets and emi-

The second secon

Excursion Tickets to Philadelphia, good for day ly, are sold at Reading and intermediate stations Reading and Pottstown Accommodation Trains at

by Reading and Potstown Accommodation Frains at reduced rates. The following tickets are obtainable only at the Office of S. Bradford, Treasurer, No 247 S. Fourth street, Philadelphia, or G. A. Nicolis, General Super-intendent, Reading. Commutation Ticket at 25 per cent discount, be-

Commutation Troket at 25 per cent discount, be-tween any points desired, for families and firms, Mileage Trokets, good for 2000 miles, between all points, at \$5250 each, for families and firms Season Trokets for hirde, six nine, or tweive months, for holders only, to all points, at reduced retes

clergymen residing on the line of the road will be Clergymen residing an the line of the road will be

d with cards, entitling themselves and wives formished with cards, entiting themselves and wives to tickets at half fare. Excursion Tickets from Philadelphia to principal stations, good for Saturday, standay, and Monday, at reduced hare, to be had only at the Ticket office, at Thirteenth and Callowhill streets.

AUCTION SALES MARTIN BROTHERS, AUCTIONEERS .-

No. 129 CHESNUT St., rear entrance from Minor. Peremptory Sale on the Premises, No. 2011 Brandy.

A TO MU

Peremptory Sale on the Premises, No. 2011 Brandy-wine street. VERY SUPERIOR WALNUT PARLOR AND CHAMBER FURNITURE, HANDSOME BRUS-SELS CARPERS, FINE MAITRESSES, FEATHER BEDS, ETC. On Tuesday Morting. January 5, 1868, Et 19 O'clock at No. 2011 Brandy-wine street, by catalogue, the entire formiture, in-cloding haodoome waits and haird sthe par'or fur-blure, handsome waits and haird sthe par'or fur-blure, fine feather-beds, hair mathrases, blanker, counterpanes, china and glassware, kicheen furniture, etc. The functure is nearly new and in good condition. May be seen early on the generaling of sale.

The fuinture is nearly new and in good condition. May be seen early on the merains of main. NEAT MODERN THREE STORY BRIOK RESI-DENCE AND LOF OF GROUND. Immediately previous to the rate of the furnitare. at 10 o'clock, will be sold the neat three-story Brick Resider ce, with two-story back buildings and lot of ground. Is feet three inches front by 58 feet 3 inches in certh, to a four feet wide alley. The house sin ex-cellent coi d'lion, contains eight rooms, bath, hot an d coid water, and all incher n couveniences. Clear of all incombrance. May be seen at any time. 12 29 71

CLARK & EVANS, AUCTIONEERS, NO. 630 CHESNUT Street

Will sell THIS DAY, Morning and Evening. A large invoice of Blankels, Red Spreads, Dry Goods, Cloths, Catalmeres, Hoslery, Stationery, Table and Pocket cullery, Notions, etc. City and country merchants will find bargains. Terms cash, Goods packed free of charge

THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1111 DEESNUT Street: rear contrance No. 1107 Samada ST

Sels at No. 721 N Twelith Street. Bols at No. 721 N Twelith Street. HOUSEHOLD FURNITURE CARPAIS, ETC. On Saturday Morning. January 2 at 10 o'cloct, at No. 721 N. Twelfth Mireet, will be sold the tarahure of a family decising housekeeping, includicg pathor, chamber, diaing room, and kitchen , furniture; carpets, bads. e'c.

BUNTING, DURBOBOW & CO., AUCTION . of Bank street, Successors to John B. Myers & Co.

M THOMAS & SONS, NOS. 139 AND 141 S. FOURTH STREET.

C. D. MCCLEES & CO., AUCTIONEERS

LIPPINCOTT, SON & CO., AUCTIONEERS, ASHBURST BUILDING, No. 240 MARKET SL.

REAL ESTATE SALES.

PUBLIC SALE-JAMES A. FREEMAN, AUCITONEER.-Lots, Vine street, between Twenty-first and Twenty-second streets. Under authority of an ordinance approved the 19th lay of November, 1868, on Wednesday, January 6, 1869, at 12 o'clock, noon, will be sold, at public sale, at the Philadelphia Exchange, the follow-

ing described real estate:--No. 1.-Lot situate on the south side of Vine street and westside of Aibion (inte Aspen) street, containing in front on said Vine street 9 feet, and extending of that width south ward 102 feet No.2.-Lot situate on the south side of Vine dreet, and east side of Albion (late Aspen) street, containing in front on said Vine street 9 feet, and extending of that width southward

102 feet. The said lots shall be sold separately or together, to the highest and best bidder, and for the Dighest price which may be cluden for the same. The consideration of such sale or sales shall be cash, or the 5 per cent. loads of the city, \$50 to be paid on each at the time of sale, to be re-funded on the execution of the deed. By order of the Commissioner of City Pro-terty. JAMES A. FREMAN, Auctioneer, 12 17th Store, No. 424 WALNUT Street.

ENGINES, MACHINERY, ETC.

William P. CLYDE & OO, No. 14 North and South WHARVES. W. P. PORTER, Agent at Richmond and City PENN STEAM ENGINE AND BUILER WORKG-NEAFIE & LEVY FACTACAL AND THEORETICAL ENGINEERS, MACHINETE, BUILER, MARKERS, BLACK, C. SMITHS, and FOUNDERS, having for many year been in successful operation, and been exclusively engaged in building and repairing Marine and River angines, high and jow-pressure, Iron Builers, Water ranks, Propeliers, etc., especifully offer ineir ervices to the public as being fully prepared to con-tract for engines of all sizes, Marine, River, and stationary; having sets of patterns of different eises are propared to execute orders with quick despatch. Svery description of pattern-making made at the shortest notice. High and Low-presence Fins tubular and Cylinder Hoilers, of the best Pannsylva-nia charcoal iron. Forgings of all sizes and sinds up the above busines. Daving and specifications for all work done as the establishment free of charge, and work guaran-ted. PENN STEAM ENGINE AND PHILADELPHIA AND TREN-Lowin FORREST isves A ROH Street Wharf, for Trenton, stopping at Tacony, Torresdale, Beveriy, Burlington, Eristol, Florence, Roboins' Wharf, and White Hill, P.M. P.M. P.M. P.M.

Every description of Plantation Machinery, also Every description of Plantation Machinery, also Sugar, Saw, and Grist Mills, Vacuum Pans, Ol Sugar, Saw, and Grist Mills, Vacuum Pans, Ol Steam Trains, Defecators, Fliters, Pumping, En.

Scient France, Defecators, Finters, Fumping, En-Sole Agents for N. Billeux's Patent Sugar Bolling Apparatus, Nesmyth's Patent Steam Hammer, and Aspinwall & Woolsey's Patent Centrifugal Sugar Draining Machines. 630

GOVERNMENT SALES.

SALE OF DAMAGED CLOTHING AND EQUIPAGE.

D EQUIPAGE. ASST. QUARTERMASTER-GENERAL'S OFFICE, PHILADELPHIA, Dec. 28, 1868. Will be sold at public auction, under the di-rection of Captain W. H. Gill, Military Store-keeper, U. S. Army, on account of the United States, at the SCHUYLKILL ARSENAL, GRAY'S FERRY ROAD, in the city of Phila-celphia, Pa., on THURSDAY, the 7th of Janu-ary, 1860, at 10 A. M., the following-named arti-cies of damaged ciothing and equipage. raga

cies of damaged clothing and equipage, rags,

29 Forage Caps. 23 Blankets, woollen strapped. 2,700 Axe Handles.

14 p a i r Trousers, 2.788 pounds Burlaps, Horsemen.

157 Sack Coats, lined. 10,161 pounds Cuttings, 16 Sack Coats, un-old tent.

470 Shirts, flannel and 1 465 pounds Rags, old.

20 Haversacks. Old Knapsacks, 600 Boxes, old. 1 lot of Lumper, old; also, a quantity of Chevrons, Feathers, Fifes, Scales, Drums, etc. The sale will commence at lo clock A. M. on the day above mentioned, and continue from

day to day until the whole of the property ad-

All property purchased must be removed within 5 (five) days from the date of the sale. Catalogues will be farnished on application st this office, or at that of the Military Store-

12 29 St Brevet Major-General U.S. Army,

D.B. KINKELIN, AFTER A RESIDENCE

OHN CRUMP

CARPENTER AND BUILDER,

Shops No. 213 LODGEStreet, and No. 1738

CHESNUT Street,

PHILADELPHIA

Assistant Quartermaster-General

keeper at the Schuylkill Arsenal. D. H. RUCKER,

D and practice of thirty years at the Nort corner of Third and Union streets, has lat moved to South ELEVENTH Street, between HET and CHESNUT.

rertised is sold. Terms cash in Government funds.

· 897 Knapsacks.

411 Camp Colors.

2 Storm Flags.

221 Trumpet

62 Hatchet Handles.

32 Canteens, com

1,116 pounds Outtings,

2,355 pounds Paper, old

7.974 pounds Scraps

288 pounds Scraps

Old Knapsacks,

white cotton.

Bugle Cords and Tassels.

and

etc. etc., viz:

Forage Caps.

314 Unitorm Coars.

65 Uniform Jackets,

cavalry. 1 333 Uniform Jackets,

LightArillery. 810 Great Coats,

20 Great Coais, Foot-

202 pair Trousers, Footmen.

lined.

knit. 609 pair Drawers.

164 pair Stockings. Haversacks.

Horsemen.

SHIPPING.

FOR NEW YORK.

On and after December 15, the steamers of this line

will salt at noon. Freight taken on accommo-

dating terms. One of the Steamers of this

Line will leave every Tuesday, Thursday, and Satur-

day. Goods received at all times on covored plars.

All gouds forwarded by New York agent free of

NEW EXPRESS LINE TO ALEX.

Deciders andria, Georgetown, and Washington D. C., vin Cherapenke and Danaware Causi, with con-nections at Alexandria from the most direct routi for Lynchburg, Suisci, Knozville, Nashville, Daiton and the Southwest.

Steamers leave regularly every Saturday at noon

Freight received asily. Wh. P. CLYDE & CO., Freight received asily. Wh. P. CLYDE & CO., J. B. DAVIDSON, Agent as feorgatown. M. ELDRIDGE & Co., Agents at Alexandria, Vir-

PHILADELPHIA, RICHMOND AND NORFOLK STRAMSHIP LINE THEOUGH FREIGHT AIR LINE TO THE SOUTH AND WEST. EVERY SATURDAY, AL DOD. FOM FIRST WHARF above MARKET

THROUGH RATES and THROUGH RECEIPTS

Danville Balroad, Freight HANDLED BUT ONCE, and taken at LOWER RATES THAN ANY OTHER LINE.

The regularity, safety, and cheapness of this route commend it to the public as the most desirable mo-

Commente it de line every description of freight. No charge for commission, drayage, or any expense

T. P. OROWELL & CO., Agenta at Norfolk. 612

STEAMBOAT LINES.

to all points in North and South Oscolina, via board Air Line Railroad, concerning at Portano and to Lynchourg, Va., Tennessee, and the West,

Virginia and Tennessee Air Line and Bicam

amships insured at lowest rates.

For further information, apply on the pier to

charge except caringe.

8 28 GRA

ginia.

of transfer

LORILLARD'S STEAMSHIP LINE

JOHN F. OHL.

Charles Dickens' New Readings in Eng-Innd.

Mr. Dickens has been in London a new series of readings, in which the humorous and pathetic are displaced by the story of the murder in "Oliver Twist." The London Telegraph "Feeling in some doubt as to the impression

that a tale of such horror would produce, the author recently gave an experimental reating, in the presence of some forty or fifty persons, for the most part distinguished in literature and art, and capable of giving a reliable opinion on the expediency of repeating the venture before a miscellaneous audience. From the selection Mr. Dickens has rigidly excluded all that has not immediate relation to the murder of Nancy -the climax of the tale. So we hear nothing of the Artful Dodger, or of Bamble, or even of Oliver Twist bimself. Nor is there any comic relief to the tragic history except that afforded in the tew words spoken by Noah Claypole.

"Mr. Dickens evinces great art in painting in the strongest colors the characteristics of each personage on his first appearance, after-wards anggesting, rather than delineating, so that the flow of the parrative may not be too much interrupted. Fagin is represented with the most vivid truthfulness. The cringing, wheesling manner of the old Jew, never wholly

Jacksonville, Ill., is to have its water works.

-Bowles is to be dined by Bullock and Boston.

-A new name for it-The Erie-pressible conflict.

-Texas osnaburgs are in the New Orleans market.

-Alaskan ladies like a bottle of whisky before dinner, but prefer whale oil to champagne with their meals.

-The Paris Charivari adapts Esop's fable of the fregs praying Jupiter for a king to the situation in Spain.

-That Swiss nurse who poisoned nine of her patients for the pleasure of watching their sufferings, has been sent to prison for twenty vears.

-English grocers grind up old coffins to adulterate their coffee. The change from coffins to coffee is an ee-sy matter.

-"Incompatib'lity of temperament" is what has brought the pretty Madeline Henriques back to the stage and deprived Jennings of his wife.

-The heirs of Anneke Jans have appointed committee of twenty to take their case to the United States Supreme Court and divide ten per cent. for their trouble-when they get the property.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.-TIME TABLE.-Commencing MONDAY, November 23, 1863.-Trains will leave Depot corner Broad street and Washing-ton avenue, as follows:-Way Mail Train at 5:30 A. M. (Sundays excepted), for Baltimore stopping at all regular stations. Con-necting with Delaware Railroad at Wilmington for Cristicid and intermediate stations.
 Express, Train at 12 M. (Sundays excepted) for Ballimore and Washington, stopping at Wilmington, Perry ville, and Havre-ce-Grace, Connects at Wil-mington with train for New Castle.
 Express Train at 4:00 P. M. (Sundays excepted) for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, New-port, Stanton, Newark, Eikton, North-East, Charles-town, Ferry ville Havre de Grace, Aberdeen, Perry-man's, Edgewood, Magnolia, Chase's, and Stemmer's Run.
 Might Express at 11:30 P. M. (Daily) for Baltimore

Run. Night Express at 11:30 P. M. (Dally) for Baltimore and Washington, stopping at Chester. Thurlow, Lin-wood, Claymont, Wilmington, Newark Eikton, North-East, Perryville, and Havre de Grace. Pascepters for Fortress Monroe and Nortolk will take the 12:00 M. train. WILMINGTON TRAINS. Stopping at all Stations between Philadelphia and Wilmington.

Wimington. Leave Philadelphia at 1140 A. M., 280, 500, and 700 P. M. The 500 P. M. Train connects with Dela-ware Railroad for Harrington and intermediate

Mattiona, Leave Wilmington 7 00 and 8'10 A. M., 1'30, 4'15, and 700 P. M. The 8'10 A. M. Train will not stop between Chester and Philadelphia. The 7'00 P. M. Train from Wilmington runs daily; all other Accommodation

Wilmington runs daily; all other Accommodation Trains sundays excepted. From Baltimore to Philadelphia.—Leave Baltimore 725 A. M., Way Mali, 935 A. M., Express, 225 P. M., Express, 725 P. M., Express, SUNDAY TRAIN FROM BALTIMORE. Leaves Baltimore at 725 P. M., stopping at Mag-nolla, Perryman's, Aberdeen, Havre de Grace, Perry-ville, Charlestown, North-East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, send Chaster.

Statton, Newport, untername West, South, and and Chester. Through tickrets to all points West, South, and could west may be procured at ticket office, No. 528 Cheanut street, under Continential Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing tickets at this office can have bagyage checked at their resi-at this office can have bagyage checked at their residence by the Union Transfer Company. H. F. KENNEY, Superintendent,

DHILADELPHIA AND ERIE RAILROAD .-P WINTER TIME TABLE.-THROUGH AND DIRECT ROUTE BETWEEN PHILADELPHIA, BALTIMORE, HA BRISBURG, WILLIAMSPORT, AND THE GREAT OIL REGION OF PERNSYL-

VANIA. Elegant Eleeping Cars on all Night Trains. On and after MONDAY. November 23, 1868, the trains on the Philadelphia and Eric Railroad will run as follows:-WESTWARD.

EST JERSEY RAILROADS .-

W FALL AND WINTER ARRANGEMENT. From foot of MARKET Street (Upper Ferry). Commencing WEDNERDAY, September 16, 1863. For Cape May and stations below Millville, 816 p. M.

⁵ M. Miliville, Vineland, and Intermediate stations For Bridgeton, Salem, and way stations 845 A. M. For Bridgeton, Salem, and way stations 845 A. M. md 350 P. M. For Woodbury at 845 A. M., 846, 850, and 600 P. M. For Woodbury at 845 A. M., 846, 850, and 600 P. M. Freight train leaves Camden daily at 12 o'clock woon.

Freight received at second covered whasf below

Freight received as a state of the state of

王明公在三年

FREIGHT,-Goods of all descriptions forwarded to FREIGHT. --Goods of all descriptions forwarded to all the above points from the Company's New Freight Depot, Broad and Willow streets. Freight Trains leave Philadelphia daily at 4 35 A. M., 12'30 noon, Sand 6 P. M., for Reading, Lebanon, Harrisburg, Poltaville, Port Clinton, and all points become

boyond, Politic Politic Politic Children and an points Mails close at the Philadelphia Fost Office for all places on the road and its branches at 5 A. M., and for the principal Etations only at 215 P. M. BAG : AGE.-Dungan's Express will collect Bag-gage for all trains leaving Philadelphia Depot. Orders can be left at No. 225 S. Fourth street; or at the Depot, Thirteenth and Callowhill streets.

WEST CHESTER AND PHILADELPHIA

W EST CHESTER AND PHILADELPHIA wall-Road - win ter arrange energy of the state of Junction.

Junction. The bepot in Philadelphia is reached directly by the Chesnut and Walaut Street cars. These of the Market Street line run within one square. The cars of both lines connect with each train upon its arrival.

Arrival. ON SUNDAYS, Leave Philadelphia at 5 30 A. M. and 200 P. M. Leave Wen Chester at 755 A. M. and 400 P. M. Trains leaving Philadelphia at 745 A. M. and 450 P. M., and leaving West Chester at 800 A. M. and 450 P. M., connect at B. O Junction with Trains on P. & B. C R. R. for Oxford and intermediate points. HENRY WOOD, General Sup's.

E. C. R. R., for Oxford and intermediate points. 4101
4101
HENRY WOOD, General Sup't.

PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD --TIME TABLE. FOR GERMANTOWN.
Leave Philadelphia 6, 7, 8, 970, 10, 11, 12 A. M., 1, 5, 834, 45, 535, 610, 7, 8 9, 10, 11, 12 P. M. Leave Chemantown 67, 75, 8, 520, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 35, 6, 655, 7, 8, 9, 10, 11, 12 P. M. Leave Germantown 67, 75, 8, 520, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 35, 6, 65, 7, 5, 9, 10, 11, 12 P. M. The 520 Down Train, and 334 and 534 Up Trains will not atop on the Germantown Branch, ON SUNDAYS, Leave Philadelphia 3, 4, M. 1, 6, 934 P. M. Leave Chemantown 85, A. M. 2, 7, 10% P. M. Leave Chestnut Hill 774, 8, 940, and 11:10 A. M., 1:40 840, 540, 540, 540, 540 and 10:40 P. M. Leave Chestnut Hill 750 A. M. 12:40, 846 and 925 P. M. YOR CONSHOHOCKEN AND NORRISTOWN

Leave Unitshink Hills AND NORRISTOWN.
 FOB CONSHOHOCKEN AND NORRISTOWN.
 Leave Philadelphia 6, 7%, 9, and 11% A. M. 1%, 8, 4%, 5%, 6%, 6% and 11% P. M.
 Leave Norristown 540, 7, 7%, 9, and 11 A. M., 1%, 1, 1%, 6%, and 6% P. M.
 SUNDAYS.

NORTH PENNSYLVANIA RAILE9AD.

N OKTH FEANSI LYANIA RAILE9AD. For BETHLEHEM, DOYLESTOWN, MAUCH LHUNK, EASTON, WILLIAMSPORT, WILKES-BARKE, MAHANOY CITY, MOUNT CARMEL, PITISTON, TUNKHANNOCK, AND ECRANTON. WINTER ARRANGEMENTS. Paprenger Trains leave the Depot, corner of BERKS and AMERICAN Streets, daily (Sundays excepted), as follows:-

At 745 A. M. (Express for Bethlehem, Allentown, Mauch Chunk, Hazieton, Williamsport, Wilkesbarre, Mahanoy City, Piliston, and Tunkhannock. 945 A. M. (Express) for Bethlehem, Fasion, Allen-town, Mauch Chunk, Wilkesbarre, Pittston, and

Scranton. At 145 P. M. (Express) for Betblehem, Manch Chubk, Wilkenbarre, Pittaton, and Scranton. At 5'00 P. M. for Betblehem, Juston, Allentown and Mauch Chunk, and Angeneratik B. M.

Mauch Chunk. or Doylestown at 5'45 A. M., 2'45 and 4'15 P. M. or Fort Washington at 10'45 A. M. and 11 50 P. M. or Lensdale at 5'2' P. M. The and sixth streats, Second and Third streats Union City Passenger Railways run to the new the streat of the streats of the str and Union City Passenger Railways run to the new Depct. TRAINS ARRIVE IN PHILADELPHIA From Bethlehem at 9 10 A. M., 2'10, 5'25, and 8'30 P. M. From Doylestown at 8'35 A. M., 4'55 and 7 P. M. From Lanzdale at 7'30 A. M. From Fort Washington at 10 45 A. M. and 3'10 P. M. ON SUNDAYS. Philadelphia for Bethlehem at 9'30 A. M. Philadelphia for Doylestown at 3 P. M. Doylestown for Philadelphia at 7 A. M. Bethlehem for Philadelphia at 7 A. M. Bethlehem for Philadelphia at 7 A. M. Tickets sold and Baggage Chorked through at Mann's North Pennavivania Baggage Express Office, No. 105 8. FIFTH street.

No. 105 S. FIFTH street. ELLIS CLARK, Agent,

White Hill, Leaves Arch Street Wharf Leaves South Trenton, Friday, Dec. 25, 9 A.M Friday, D.C. 25, 1 P.M Baturday, 26, 9 A.M saturday, 26, 1 P.A Mosday, 28, 11 A.M Monday, 23, 3 P.M Tuesday, 23, 12 M. Tuesday, 23, 3 P.M Wed'day, 30, 1 P.M Wed'day, 30, 5 P.M Thursday, 31, 1 P.M Wholday, 31, 5 P.M Fars of Trenton 40 Contents Fare to Trenton, 40 cents each way; interm places, 25 cents. 4 11

FOR NEW YORK-SWIFT-SURB and Swiit-sure Lines, via Delaware and Rarian Canal, on and after the 18th of March, leaving daily at 12 M. and 5 P. M., connecting with all Northern and Exatern lines, For freight, which will be taken on accommodating for freight, which will be taken on accommodating william M. BAIRD & CO., 11 No. 132 S. DELA WARE Avenue.

The subscribers have ample wharf-dock room for repairs of boats, where they can lie in perfect safety, and are provided with shoars, blocks, fails, etc. etc for raising heavy or light weights, JACOBO, NEAPIE, JOHN P, DEVY, 3 14 BEACH and PALMER Streets. J. VAUGHN MERRICK, WILLIAM H. MERRICK JOHN E. COPE. OUTHWARK FOUNDRY, FIFTH AND WASHINGTON Streets, PHILADELPHIA, ENGINEERS AND MACHINISTS, MERRICK & SONS, ENGINEERS AND MACHINISTS, MERRICK, ENGINEERS, TON BORM, CO. Casings of all kinds, either from Or brass. Fon Frame Roofs for Gas Work, Workshops, and Railroad Stations, etc. Reforts and Gas Machinery, of the latest and most Improved construction.

SUNDAY EXCURSION,-CHANGE OF TIME,-The splendid teamer TWILIGHT leaves Chesnut street wharf at s\5 A. M., and 2 P. M., for Burlington and Beistol, ouching at Tacony, Riverton, Andalusia, and Be-verly. Leaving Briatol at 105 A. M. and 4 P. M. Fare 25 cents. Excursion, 40 cents. 10 10 str

PROPOSALS.

ARMY TRANSPORTATION.

A OFFICE CHIEF QUARTERMASTER. '} FORT LEAVENWORTH, KARSAS, Dec. 8, 1898. } SEALED PROPOSALS will be received at this office until 11 o'clock A. M., January 20, 1869, for the TRANSPORTATION OF MILITARY SUPPLIES

once until 10 clock A. M., January 20, 1889, for the TRANSPORTATION OF MILITARY SUPPLIES coring the year commencing April 1, 1889, on the following roules:--(Froposas for route No. 8 will also be received by hrevel Lieutenant-Colonel M. I., Luddington, C. Q. M., at Statta Fe, N. M., until the time above mentioned.) ROUTE No. 2. From such points on the Union Pacific Railway, E. D., as may, during the existence of the contract, be designated by the Chief Qu rtarmaster's Depart-ment of the Missoni, to any places that may be designated by the forwarding other in the State of Kansas and Territory of Colorado south of lating do degrees north; in such positions of the State of 'exas and Indian Territory as ite north of the Cana-dian river and west of longit.de 97 degrees; and to Fort Union, New Mexico, or such other depot as may be designated in that Territory, and any inter-mediate points on the route to that depot. Bidders will state the rate per 160 pounds per 100 miles at which they will transport the stores in each month of

r drammed, Dodge, Lyon, Reynolds, Gar-

and, and Upion FROM FORT HAYS FROM FORT MAANS to Forts Dorge, Lyon, Reyne ds. dtariand, and Unien, FROM SRERIDAN OK FORT W+LLACE to Forts Lyon, Reynolds, Gar and and Unioo. The transportation herein adversized for must be wholly by wagon.

wholly by wagon. Information will be given on application to this office of the distances between the places named above, and upon any other polats regarding the ser-

above, and upon any other points regarding the ser-vice herein advertised for. ROUTE NO. 3. From Fort Union, or such other depot as may be established in the Territory of New Mexico, to any posts or stations that are or may be established in that feritory, and to such pests of stations as may be designated in the Territory of Ariz ma and the State of Texas west of longinge 155 degrees. The weight to be transported will not exceed on Route No. 3, 20,000,000 pounds; on Keute No. 3, 10,000,000 pounds.

Route No. 2, 20,000,000 pounds; on koute No. 3, 10,000,000 pounds. Bidders will state their pisces of residence, and each proposal must be accompatied by a deposit of \$2000 (no es or certified check payable to the order of the undersigned), as a guarantee that in case as award is made to him the older will accept it and inter into contract with good and sufficient security in accordance with the fermis of this advertissment; had sum to be forfelied to the United States in asse of failure by the party to whom the contract may be awarded to execute in due form such contract. Each bit der must be present at the opening of the proposal, or be represented by his attorney. The contractors will be required to give bonds on Route No. 2 in such amounts as shall be fixed by the undersigned; on Route of the loyalty and solvency of each bidder and person offered as security will be required.

quired

required. Proposals must be indersed "Proposals for Army Pransportation on 1 onto No. 2," or "3," as the case ray be, and none will be entertained unless they uily comply with the requirements of this adver-terment.

mily comply with the requirements of this adver-tisement. The party to whom an award is made must be pre-rared to execute the contract without nunceasary dring, and to give the required bonds for the faithful performance of the contract. The right to reject any and all bids that may be offered is reserved. The contractor on each ronte must be in readiness for service by the lat day of April, 1869, and must have a place of business or agency at which he may be communicated with reading, at the starting point or points of his ronte. Blank forms, showing the conditions of the con tract to be entered into for each route, can be has upon application to this office, either personally or by feiter, and must accompany and be a part of the propeals. HET and CHEENUT. His superiority in the prompt and perfect cure of all recent, chronic, local, and constitutional affec-tions of a special nature, is proverbial. Diseases of the skin, appearing in a hundred dif-ferent forms, lotally eradicated; mental and physical weakness, and all nervons debilities scientifically and successfully treated. Office hours from 5 A. M.

Blanks for proposals will be furnished on appli-

By order of the Chief Quariermaster, Milliary Di-inton of the Missouri, L. C. EASTON, 1217 Im] Dep't P. M. Gen. U. S. A., C. Q. M., Dep't Mo.