THE DAILY EVENING TELEGRAPH __ FEILADELPHIA, MONDAY, MARCH 8, 1869.

THE DAILY EVENING TELEGRAPH-PHILADELPHIA, MONDAY, MARCH 8, 1869.

CITY COUNCILS.

6 Sait Bill Repealed - The Street Cleaning Contracts.

in Saturday City Councils held a special eting, in persuance to a call made by Mayor

In the Select branch were present Mesars. Barlow, imm, Cattell, Cochran, Duffy, Franciscus, Hark-es, Hodgdon, Hookey, Hopkins, Jones, Kamerly, ing. McGall, McCutcheon, McIlvain, Marcus, orison, Plumity, Ritchie and Smith. Mr. Smith, in the absence of the President, did ity in the chair. There was no lobby attendance, tobably because the usual lobby members were naware that the fires were lit and that the house as open.

as open. The Chamber having been called to order, Mayor ox's first incessage was read as thus: To the Select and Common Councils: Gentle-ten—I herewith return, without my approval, an rdinance to grant a certain privilege to the Ger-nantown Passenger Railway Company. This ordi-ance directs "that the Germantown Passenger iallway Company is hereby authorized and per-nitted to use sait on that portion of their tracks ying rorth of the Junction of Germantown avenue at Diamond street; and all ordinances, so far as a they are inconsistent herewith, be and the same re repealed."

repealed."

To repealed." It is apparent from its face that it provides for he exemption of the Germanitown Passenger Rail-way Company from the operation of a general law, and it becomes, therefore, a question for considera-ion whether such a special exemption shall be tranted or mot.

In former years it was the prevalent custom of the railway companies of the city to sait their tracks at every fall of snow which afforded any ob-truction to the travel of their cars. This produced a very general dissatisfaction throughout the com-munity, many being impressed with the belief that the practice was injurious to health, and more were convinced that it was very annoying and incon-venient. Although scientific, mon different on the venient. Although scientific men differed on the abstract question of its effects upon the public health, yet the fact can hardly be denied that there were disconforts and disturbances of individual health attributable to this cause. Under such cir-cumstances an ordinance was passed February 23. 1867, declaring that from and after the passage of this ordinance it shall be unlawful for any railroad or railway company to sait the tracks, under a pen-alty of 555 for each and avory offence to be colalty of \$75 for each and every offence, to be col-lected as other fines and penalties are now by law sollected; and on March 11, 1863, there was an ordi-nance passed entitled "Preamble and ordinance to nance passed entitled "Preamble and ordinance to prevent the saiting of the railway and railroad tracks within the city of Philadelphia," increasing the penalty from \$50 to \$500, and offering one-half of the same as an inducement for information of any violation of the law on the subject. The preamble recites that the railroad and rail-way comparison have used, as it more that tracks

The preamble recites that the railroad and rail-way companies have used salt upon their tracks in defiance of law and to the injury of the health and business of our citizens; and this emphatic declara-tion by the Councils of Philadelphia was made after there had been a full trial of the custom and of the ordinance prohibiting it, enabling the citi-zens, by their increased comfort, where the com-panies did not use salt, to know, as they had pre-viously believed, that their objections were well founded. The prohibition was general throughout founded. The prohibition was general throughout the city; and although it is true that permission had been given to sait the tracks on certain por-tions of the railway running to Frankford, yet that can allord no precedent for any further grant, espe-cially as is asked by the ordinance to which I invite your consideration. If it is understood that rural districts or any designated portions are to be ex-empted from the operation of the law, the legisla-tion should be general and cover all such cases; but the district of the city to which the ordinance ap-lias is in considerable particus of it thekly remthe district of the city to which the ordinance ap-plies is, in considerable portions of it, thickly popu-lated, and is quite as much entitled to the protec-tion of the general ordinance as any other part of the city; as, for instance, there is a closely built up neighborhood from their depot on Diamond street to the north side of Huntingdon street, being a dis-tance of 2232 feet, or forty-two hundredths of a mile, and another from the centre of Fisher's lane to the centre of Carpenter street, a length of 12,000 feet, or two and twenty-seven hundredths of a mile. feet, or two and twenty-seven hundredths of a mile, besides those parts known as Rising Sun village and Nicetown, both of which latter localities have

and Nicetown, both of which latter localities have been built up. The prohibition of salt has been beneficial to the public generally in health and comfort. It has also invited attention to the necessity of substitutes by which the obstructions of snow and ice can be promptly removed, and we have seen that the in-ventive genius of our citizens has already suggested different effective appliances for the purpose. Be-lieving, therefore, that the proposed legislation is impolitic, as well as unnecessary, I must withhold my approval of the ordinance, and I respectfully ask from you the reconsideration required by haw. DANIEL M. Fox, Mayor. At the conclusion of the reading, Mr. Marcus moved to postpone for the present, in consequence of the learness of the representation of members of

of the leanness of the representation of members of the Chamber. Mr. Plumly called the yeas and nays on the mo-

sued, they can plead that the Mayor has broken the contract, and so left the door open for their escape. Mr. Bardsley spoke in the same strain as Mr. Hetzell, and further said that he considered the Mayor had committed a serious blunder in refu-sing to sign the cuty warrants, and thought that a committee of five should be appointed to take charge of the matter.

charge of the matter. Mr. Evans' motion was then brought up and car-ried, and the following committee appointed by the Chair: Messrs. Hanna, Hetzell, Evans, Stockham

and Bardsley. Mr. Hetzell offered the following resolution: Resolved, by the Select and Common Councils, that his Honor the Mayor be requested to annul the contract for the cleaning of the streets of the city; and be it further

and be it further Resolved, That the City Solicitor be instructed to enter suit against the securities of the several con-tractors for cleaning the streets of the city, said con-tractors not having performed their work agreeably to the letter or spirit of the ordinance under which the contracts have been executed

Referred to the committee above named. Mayor in future to sign whatever warrants were presented to him for sign whatever warrants were presented to him for signature. This was also re-ferred to the joint committee. Adjourned.

THE ALABAMA TREATY.

What the London Papers Say of its Rejection. The London Times speaks thus:— "We have said enough to justify the assertion that our position would be improved by the rejection of the Alabama convention. We believe the prospect of establishing a perma-nent good feeling between the two countries will not be endangered by the failure of this believe the prospect of establishing a perma-nent good feeling between the two countries will not be endangered by the failure of this iteaty. Any one who will take the trouble to follow out in thought the way in which the convention would be worked if accepted will soon see that the practical conduct of it is bristing with dangers. A failure of the con-vention would intensify any ill feeling now existing. A discovery that the convention bound us to recognize a liability to the United States for issuing a profamation of neutrality would irritate ourselves. The discovery that the United States would be stopped from denying the existence of civil war at the time the proclamation was issued would irritate them. It seems certain that one, it seems probable that both, these conditions are bound up in the Alabama con-vention. It is, in fact, an unintentionality de-lusive document, and our Government proba-bly had little faith in it, if we may judge from the language of the royal speech. But it will at least warn future dipomatists of the things to be avoided in arranging any new convention. It will probably not be long before a fresh treaty of arbitration will be negotiated, and we may be satisfied that it will be clear and defi-nite in its articles, prescribing exactly the points upon which a decision is sought, and containing within itself a method of procedure capable of being carried to a successful issue." "The London Star comments as follows:--"We have never concealed our opinion of the responsibility which our Government under-took by permitting that ill starred cruiser to

"We have never concessed our optition of the responsibility which our Government under-took by permitting that ill starred cruiser to have left Liverpool and to take shelter in our colonial ports during the war. We ought to have chased the pirate from the ocean and tried the commander at the Old Balley for his life. The hurping of peaceful merchantmen on The burning of peaceful merchantmen on the high sease by a mock hero, who stole his ship and had a crew composed of the sweep-ings of Liverpool, was an abhorrent spectacle, against which we never ceased to protest; and we rejoice to know, from Captain Semmes' book, that the articles in this journal, when read by the crew of the Alabama compelied book, that the articles in this journal, when read by the crew of the Alabama, compelied some of them to reflect that they were not en-gaged in a very creditable service. But what more can be done inan to submit the whole question to srbitration, in order to have our responsibility determined by interna-tional law? England cannot do more than this, and if the Americans, or any portion of them, imagine that because we have done what is right we may be compelled to do what is humiliating, they profoundly mistake our pational character. We are strong enough and great enough not to be afraid of acknowledg-ing or of submitting our conduct to the impar-tial verdict of arbitrators skilled in interna-tional usages; but neither our strength nor our tial verdict of arbitrators skilled in interna-tional usages; but neither our strength nor our greatness requires us to do penance, either by kissing the floor or meekly acknowledging our errors by wearing a "duster on our head" be-fore the world. The mistake in policy of which we were guilty was one into which we were betrayed by many circumstances which are not yet fully knowh. There was both treachery and ignorance at work, and a want of moral courage where we might have looked for some-thing better. But the thing is over and gone."

THE "MITTLE STEPHENS."

Further Particulars of the Disaster-A

RAILROAD LINES,

M. for Bordentown, Burlington, Beverly, and De-lanco, Bordentown, Burlington, Beverly, and De-lanco, At 620 and 10 A. M., 1, 330,430. 5, and 1130 P. M. for Fiorence, Edgewater, Riversioe, Biverton, Pal-myrs, and Fish House, and 2 P. for Fiorence and Rivertan.

M. for Florence. Edgewater, Riverside, Riverion, Palmyrs, and Fish House, and 2 P. for Florence and Riverian.
The 1 and 11'30 P. M. Lines leave from Market Street Ferry (upper side.)
At 11 A. M., via Konsington and Jernsy City, New York Express Line, Fare 8...
At 13 A. M., via Konsington and Jernsy City, New York Express Line, Fare 8...
At 730 and 11 A. M. 230, 830, and 5 P. M. for Trenton and Jernsy City. Sew York Express Line, Fare 8...
At 730 and 11 A. M. 230, 830, and 5 P. M. for Morrisville and Tailytown.
At 730 and 10'15 A. M. and 230, and 5 P. M. for Cornwell's, Terrescale, Holmesburg, Takony, Wissing, Status, J. St

At 7:30 A. M. for Niagara Falls, Buflato, Dufkirg, Elmira, Ithaca, Owego, Kochester, Binghamion, Os-wego, Syracuse, Great Bend, Montrose, Wilkenbarra, Scranton, Stroudsburg, Water Gap, Schooley's Moun-tain, etc.

At 5 P. M. for Lambertville and Intermediate Sta-tions, etc.

tions, CAMDEN AND BURLINGTON COUNTY IAND PEMBERTON AND HIGHTSTOWN RAIL-BOADS, FROM MARKET STREET FERRY, (Upper Side.) AI 7 Rad 10 A. M. 1'30, 5 30, and 6'30 P. M., for Mer-chantevilie, Mourestown, Hartford, Masonville, Hainsport, Hount Holy, smintville, Ewansville Vincentows, Birmingham, and Pemberton. AI 7 A. M., 1'30 and 8'30 P. M., for Lewistow Wrightstown, Cooksiown, New Egypt, Hornerstown, Cream Ridge, Imis stown, Sharon, and Hightstown, 11 16 WILLIAM H. GATZMER, Agent,

DENNSYLVANIA CENTRAL BAILBOAD

RAILROAD LINES.

READING RAILROAD.-GBEAT TRUNK INTERIOR OF PROM PHILADELPHIA TO THE INTERIOR OF PROMEYLVANIA. THE SCHUYL-RILL, SUBQUEHANNA, SUMBERLAND, AND WYOMING VALLEYS, THE NORTH, NORTHWEST, AND THE CANADAS.

WINTER ARRANGEMENT OF PASSENGER TRAINS, December 14, 1855. Leaving the Company's Deput at Thirisenth and Callowhill screets, Philadelphia, at the following hours:-

MORNING ACCOMMODATION, At 7:30 A. M. for Reading and all Intermediate Biations and Allentown, Returning, leaves Reading at 6:35 P. M.; arrives in Philadelphia at 9:35 P. M.

MORNING EXPRESS. At 5.15 A. M. for Reading, Lebagon, Harrisbarg, Pottaville Pine Grove, Tamagua, Subbury, Williams-port, Elmira, Bochester, Niagara Fails, Buffaio, Wilkenbarre, Pitaton, York, Carilale, Chambersburg, Hararitowa de Wiffeebarre, Pitteton, York, Carnale, Chamberson, etc. The 750 A. M. Irain connects at READING with East Pennsylvania Bailroad trains for Ailentown. etc., and the \$15 A. M. train connects with the Lebaton Valley train for Harrisburg, etc.; at PORT CLINTON with Catawissa Railroad trains for Wil-liamsport, Lock Haven, Elmirs etc.; at HARRIS-BURG with Northern Central, Cumberland Valley, and Schoyikill and Susquehanns trains for North-umberland, Williamsport, York, Chambersburg, Pinnerrows, Ele.

Pinegrove, 610.

ATTERNOON FXPRESS. Leaves Philadelphia at 3:30 P. M. for Reading. Potaville, Harriburg, etc., cont.ecting with Reading and Commbis Rairoad trains for Commbis, etc.

POTTETOWN ACCOMMODATION. Leaves Pollatown at 646 A. M., s.opping at inter-mediate stations: arrives in Philadelphia at 910 A. M. Returning. leaves Philadelphia at 4 P. M.; arrives in Pottstown at 615 P. M.

REATING ACCOMMODATION. Leaves Reading at 7:30 A M. stepping at all way stations; arrives in Philadelphia at 1620 A. M. Returning, leaves Pulladelphia at 4:5 P. M.; arrives in Reading at 7:40 P. M. Trains for Philadelph's leave Harrisburg at 8:10 A M., and Potaville at 8:5 A. M., arriving in Phi.sdel-phia at 1 P. M. Alternoon trains leave Harrisburg at 2:6 P. M., and Potaville at 2:46 P. M., arriving at Philadelphia at 6:45 P. M. Harrisburg Accommodation leaves Reading at 7:15 A. M., and Harrisburg at 4:10 P. M. Connecting at Reading with Alternoon Accommodation south at A. M., and Harrhburg at 440 P. M. Connecting at Reading with Afternoon Accommodation south at 555 P. M., ariving in Philadelphia at 925 P. M. Market train, with a passenger oar attached leaves Philadelphia at 1280 noon, for Pottsville and a l way stations; leaves Pottsville at 750 A. M. for Philadel-phia and all way stations.

All the above trains run daily, Sundays ex-

All the above barren pottiavilie at 8 A. M., and Bonday trains leave Pottiavilie at 8 A. M., and Phinadelphia at 8 A. M. Leaves Philadelphia for Reading at 5 A. M. Returning from Reading at 426 P. M.

CHESTER VALLEY RAILBOAD. Passeng, 3 for Downingtown and intermediate points take the 7.30 A. M., 12:30, and 4 P. M. trains from Philadiephia. Returning from Downingtown at 6:30 A. M., 12:45 and 5:15 P. M.

PERKIOMEN RAILROAD. Passengers for Skippack take 7'30 A. M. and 4 P. M. trains from Philadelphia, returning from Skippack at 8'10 A. M. and 12 45 P. M. Stage lines for the various points in Perkiomen Valley connect with trains at Collegeville and Skippack.

Payments upon the centracts awarded will

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST. Leaves New York at 9 A. M. and 5 and 8 P. M., passing Reading at 1 65 A. M., and 150 and 10 19 P. M., and connecting at Harris urg with Pennsy vania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Eimirs, Balti-more, etc. Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at arrival of Pennsylvania Express from Pittsburg at Payments upon the centratia awarded will be made monthly in current funds, or as soon as the same shall have been received. Bidders are invited to be present at the open-ing of proposals, which will take place on the day and hour above specified. Blanks for pro-posals and bonds will be furnished on applica-tion to this office. arriva of Pennsylvania Express from Pitaburg and 1700 and 5 56 A. M., and 10 50 P. M., passing Reading at 5 44 and 7 31 A. M., apul 250 P. M., and arriving and New York at 11 A. M. and 12 50 and 5 P. M. Sleeping posals and bonds will be furnished on applica-tion to this office. Proposals must be plainly indorsed, "Pro-posals for Subsistence Stores," and addressed to the Chief Commissary of Subsistence, Dis-trict Indian Territory, Fort Gibson, C. N. By order of Brevet Major-Gen. B. H., GRIERSON. A. F. ROCK WELL, Byt. Lieut.-Colonel and A. Q. M. U. S. A., C. O. S. Dist. Indian Territory.

New York at 11 A. M. and 12:00 and 5 P. M. Bleeping cars accompany these trains through between Jersey City and Putsburg without change. A Mail Train for New York leaves Harriaburg at 8:10 A. M. and 205 P. M. Mail train for Harriaburg leaves New York at 12 M.

SCHUYLKILL VALLEY RAILROAD. Trains leave Potaville at 5 45 and 11:30 A. M. and 5'4 P. M., returning from Tamaqua at 5'25 A. M., and 2'15 and 4.35 F. M.

TID REG 4.30 F. M. BCHUYLKILL AND SUSQUEHANNA RAIL-ROAD. Trains leave Auburn at 7:55 A. M. for Pinegrove and Harrisburg, and at 12'15 noon for Pinegrove and Tremont. Returning from Harrisburg at 5:0 P. M., and from Tremont at 7:40 A. M. and 5:35 P. M.

U. S. ORDNANCE AGENCY, Corner Houston and GREENE Streets, (Entrance on Greene; P. O. Box SII,) NEW YORK, Feb. 18, 1869. NEW YORK, Feb. 18, 1859. Sealed Proposals, in duplicate, will be re-ceived at this office until SATURDAY, March 27, 1869, at 12 M., for purchasing, in quantities, the following kinds of ORDNANCE SFORES, now on hand at the different arsenals in the United States:-CARTRIDGES For Snencer's carbing. Cal 50 and 52

TICKETS. TICKETS. Throogh first-class lickets and emigrant lickets to all the principal points in the North and West and Canadas. Excursion Tickets from Philadelphia to Reading. Bard intermediate stations, good for one day only. Are sold by Morning Accommodation Market Trains, at reduced rates.

CARTRIDGES For Spencer's carbine...Cal. 50 and 52 For Ballard's do. ... " For Henry's do. ... " For Remington'sdo. ... " 44 Reading and Potstown Accommodation Trains, at reduced rates. Excursion Tickets to Philadelphia, good for one day only, are sold at Reading and intermediate sta-tions by Reading and Potstown Accommodation Trains, at reduced rates. The following tickets are obtainable only at the office of S. Bradford, Treasurer, Ne. 227 S. Fourth Street, Philadelphia, or of G. A. Nicaolis, General Superintendent, Reading.

COMMUTATION TICKETS. At 25 per cent. discount, between any points de-sired, for ismules and firms. MILEAGE TICKETS. Good for 2000 miles, between all points, at \$52'50 each for families and firms. SEASON TICKETS. For three, six, nine, or twelve months, for holders only, to all points at reduced rates. CLERGYMEN Residing on the line of the road will be furnished with cares entiting themselves and wives to lickets at half lare.

PROPOSALS. DEOPOSALS FOR BUBSISTENCE STORES.

AUCTION SALES

M. THOMAS & SONS, NOS. 139 AND 144

SNOTIOE.-The Bale of Horses, Carriages, Hearse, old .at Eeventeenth and Vine streats, belonging to the estate of C. Weldon, is postponed uptil further notice.

BARING Street, west of Thirty-ninth-Large Lots, ARCH, Nos. 507, 509, and 511-Large Lot, (4 by

SO feet. GREEN. Germantown-Large Lot, 186 by 188 feet. REED, No. 1509-Mo.ern Dweiling. CATHARINE, Nos. 1139 and 1131-Modern

REED, NO. 1509-MO.ern Dweiling. CATHARINE, NOS. 1129 and 1131-Modern Dweilings LOCUET, NO. 2025-Stable and Coach House, FRONT and HARRISON-Business Stand, "Mri-ler's Hotel." THIRD (south). No. 611-Store and Dweiling. B+1DESBURG-Clay Lot, 18% SIXTEENTH (DOT b). No. 550-Modern Residence. REOWN NO. 4307-Modern Dweiling. EMERALD, above Dauphin-B ex Dweiling. COLUMSIA AVENUE, NO. 1134 -Half interest in Confectionery bisiness. 26 shares National Bank of Northern Liberties. 26 shares National Bank of Commerce. 26 shares National Bank of Commerce. 26 shares Statuen Bank of Commerce. 26 shares Camber of Mathen Bank. 28 shares Camber of Mathen Bank. 29 shares Camber of Music. 20 shares Camber of Music. 20 shares Camber of Music. 21 shares Camber of Music. 21 shares Camber of Music. 23 shares Camber of Music. 24 shares Camber of Music. 25 shares Camber of Music. 26 shares Camber of Music. 27 States Office R. R. and Transportation Co. 28 States Office R. States Office Commerces. 29 States Office R. States Office Commerces. 20 shares Deventh National Bank. 21 shares Camber of Music. 25 shares Camber of Music. 26 shares Camber of Music. 27 States Office R. R. and Transportation Commerces. 28 States Camber of Music. 29 States Office R. R. States Office R. States Camber of Music. 28 States Camber of Music. 29 States Camber of Music. 29 States Camber office R. States Camber office

BALE OF 2000 CASES BOOTS, SHOES, TRA VELLING BAGS, ETC. On These Nos. 22 and 234 MARKET Street, corner of BALE OF 2000 CASES BOOTS, SHOES, TRA VELLING BAGS, ETC. On These AS March 9, at 100 clock, on four months' credit. [3 3 be

LARGE SPECIAL SALE OF READY-MADE CLOTHING. On Wednesday Morning, March 19, At 10 o'clock, on four months' credit, embracing full lines of isebionable spring styles of the well-known and favorite manufacture of Messrs, Devin & Co.. of New York, Particulars bereatter. Particulars bereatter. By order of Executors, A LARGE LINE OF READY-MADE CLOTHING.

LARGE SALE OF BRITISH, FRENCH, GERMAN, AND DOMESTIC DRY GOODS, On Thursday Muraing. March 11, at 10 o'clock, on four months' credit, [36 48

LARGE SALE OF CARPETINGS OIL GLOTHS. CANTON MATTINGS. BTC. On Friday Morning [36 5t March 12, at 11 o'clock on four months' credit, acout 20t pl-ces of ingrain. Venetian. Hst, bemp, coulage, at d rag carpetings, floor oil-cloths, mattings, etc.

THOMAS BIECH & SON, AUCTIONBER OHEANUT Street: rear entrance No. 1107 Santon di

O HERN UT EBRESS, REAR ENTRADO NO. 1107 SAME BY Sale at No. 325 North Fifth Street. MANDSOME FURNITURE. FINE CARPETA, PIANDSOME FURNITURE. FINE CARPETA, PIANDS FURTE, LARGE MIRROR, PAIN MINGS, ETC. ETC. On Thesday Morning. March 9, at 10 O'clock, at No. 325 North Fifth at street, will be sold, the handsome parlor, chamber, dining-room, sud sitchen furniture of a family de-cining housekeeping, comprising elegant, Brussels car-pets. Rosewood plano forte, made by Numa & Clarke: F, ench plate mantel mirror, 64 by 64 inches; flue oli puntings by European sriists; sult of antique parler furniture, covered with plush; wainut chamber furniture, superior mattresses, French chins, plated ware,glass ware, etc. Also, an assortment of kitchen furniture. The furniture is of the best quality, and has been in use but a short time. Catalogues ready at the anction store. The furniture can be examined at 8 o'clock of the morning of sale.

IMPORTANT PEREMPTORY SALE

IMPORTANT PEREMITTORY SALE HIGH CLASS OIL PAINTINGS, the Private Collection of R. H. GRATZ, E Q. Mr. GRATZ, being about to visit Earope, has in-structed us to sell at public sale his enfire collection of high-class Faintings, by distinguished Earopean and American stists. The sale will take place on Thursday Evening, March 11, at 7% o'clock, at No. 1231 CHESNUT Street. Ca'alogues will be ready, and the Faintings open

No. 1231 CHESNUT Street. Caralogues will be ready, and the Fainlings open for exhibition, on Monday, the 5th inst. Mr. GRA7Z'S RESIDENCE. No. 1208 Walnut street. Also elegant COUN'RY RESIDENCE. at Chest-but Hill, together with the elegant Furniture, will also be sold; of which due notice will be given. [32

B Y B. S C • T T. J R. B SCOTT'S ART GALLERY. NO. 1020 CHES-NUT Street, Philadelphia. CARD - The undersigned will give particular at-tention to Sales at Dwellings of parties removing. Having no place for storage of furniture. It will be to py interest to make clean sales. Other construments

of Merchandise respectfully solicited. 23 SPECIAL SALE OF FXTRA QUALITY TRIPLE SLVER PLATED WARE. 10th Instant, at 10% o'clock at Scott's Art Gallery. No. 1020 Chesout street, will be sold a full assort-ment of best quality triple sliver plated ware, com-prising full ica sets. coffee arms, ice plichers, trays. goblets, castors, salvers, butter, cake and fruit dishes, all warranted as represented or no sale. 3525

ARTISTS' SPECIAL SALE OF MODERN PAINT-INGS. On Wednescay Evening Next, 10th Inst., at 7% o'clock, at Scott's Art Gal-lery. No. 1030 Chesnut street, will be sold, without reserve a collection of paintings, all by artists of reputation The ca alogue embraces Landscapes, Marines, Lake Views, etc., all e egastly mounted in fine gold leat frames. Now open for exhibition. FRA MED OH KOM 03, LITHOGRAPHS, ENGRA-VINGS, ETC., LTC. Also, in continuation, a number of Framed Ohro-mos, Lithographs, Engravings, etc. 3821

No. 529 CHASNUT St., rear entrance from Minori Sale No. 529 Chesnut street. HANDSOME WALNUT HOUSEHOLD FERMI-TURE, LARGE ORGAN. FONE FRENCH PLATE MIERONS, HANDSOME BRUSSELS AND M. PERIAL CAFPERE, HANDSOME OHINA, LaRGE IFON SAFES BIC. On Wednesday Morning. March 10, at 10 o'clock, at the auction rooms, by catalegue, the Fornitare of families decilining bouncereping, including—Handsome wahnut partor, inbrary, and dioing-room fursiture; 5 shits fandosme wall ut chamber forniture, large and superior organ, ine french plate mirror, handsome Hrussels, hair matteresse, chandellers, handsome Hrussels, hair matteresse, chandellers, handsome Hrussels, hair matteresse, chandellers, handsome Journale, arriage har-ness stoves steam engines and holier, etc. IS 525 Also, very fine plate magnetic machine, cost \$125. SALE OF THE VALUABLE PUBLICATIONS

SALE OF THE VALUABLE PUBLICATIONS OF THE LATE REV. ISAAC LEESER DECD. Jewish Bibles, Dally and Holday Frayer Books, Dis-courses and other Works. On Mouday Evening. March 15, at 75, o'diock at the auction store. Farliculars hereafter.

BY LIPPINCOTT, SON & CO., AUG-240 MARKET Street.

IMPORTERS' LARGE POSITIVE SPECIAL SALE OF WHITE GOODS, LINEN GOODS, EFC. On Wednesday morning, March 10, on four months' credit Particulars in juture advertisement, 3625

ALSO, Large ard important sale of French, Eegl sh, and Gern an Dress Trimmir gs, Ballons, Fancy Goods, etc. etc., by order of Measrs. ALKERMANN & CO., of NEW YORK, on THURSDAY, March 18, 1859. 15

CLAPK & EVANS, AUCTIONEERS, NO. 620 CREENOT Street.

Will sell THIS DAY, Morning and Evening. Isrge invoice of Blankets, Bed Spreads, Dry Goods, Notin, Cassimeres, Hostery, Stationery, Table and occest Collery, Notions, etc. City and country merchants will find bargains.

C. D. MCCLEES & CO., AUCTIONEERS, No.

SALE OF 1000 CASES BOOTS, SHOES, BRO-GANS, E C On Thorsday Morning. March 11, at 10 o'clock. Also, city-made goods, N. B -Sale every Monday and Thursday. 3 5 25

KEENAN, SON & CO., AUCTIONEERS

COTTON SAIL DUCK AND CANVAS, OF all numbers and brands, Tent, Awning, and Wagon-Cover Duck. Also, i Paper Manufacturers' Drier Faits, from thirty inches to seventy-six inches wide, Paulis, Bel ing, Sail Twine, siz. JOHN W. EVERMAN, Bo, 105 CH URUH Signer Ally Mores.

3 24

Goods packed free of charge

my interest to make clean sales. Other consign of Merchandise respectfully solicited.

HEADQUARTERS DISTRICT OF THE INDIAN TERRITORY, OFFICE OHIEF COMMISSARY OF SUBSISTENCE, FORT GIBSON, C. N., Jan. 21, 1809, Sealed Proposals, in duplicate, will be re-ceived at the office of the undersigned, at Fort Gibson, C. N., until 12 o'clock M., MONDAY, March 15, 1859, for the delivery of Subsistence Stores, as follows:-Assignee's Sale. VALUABLE REAL BRATE MACHINERY, TOOLS, AND PERSONAL PROPERTY OF THAT NATIONAL IRON ARMOR AND SHIP RUILD. ING COMPANY, KAIGHN'S POINT, N.J. On Thesay Morning. March 2 1809, at 10 o'click, will be sold at public on the prescribers, in the South wa of Comford, N.J. by order of the United States District Co ist for intak wharves, marcher railway, buildings, importe-ments, molive power, machinery, tools. Extures, the number of Ship Ballding Company, bankrup, ber-source sow ready. MALE OF REAL ESTATE AND STOCKS. March 8, at 12 o'click moon, at the Exchange, will interes. BALEO Surget, west of Thirty-Dight-Large Lots.

AT FORT GIBSON, CHEROKEE NATION, I. T. 550,000 pounds of Fionr. 76,000 pounds of Bacon. 25,000 pounds of Salt. 5,000 gallons of Vinegar. 400 barrels of Pork. And Corn Meal in such quantities as may be equired.

And corn mean in such quality to the best The Flour to be equal in quality to the best XXX brands of the St. Louis market, and put up as follows:-125,000 pounds to be put up in barrels full need lined, and 425 000 pounds to be put up in double sacks, of gunay sacking and cotton sheeting.

cotton sheeting. The Baconto be of first quality, and put up as tollows:-20,000 pounds in therees or casks, and 55,000 pounds in gunny sacks of about 125

The Sait to be of good quality, and put up as follows:-10,000 pounds in Carrels and 15,000 pounds in double sacks of gunny sacking and

pounds in double sacks of gunny sacking and colism sheeting. The Vinegar to be of best quality, and made of whisky of full strength, and to be put up as follows:-1000 gallons in barrels of good quality, securely hooped, and 4000 gallons to be put up in (casks containing not more than 25 gallons each, the casks to be of best quality, painted, and to have four iron and eight hickory hoops on each.

on each. The Pork to be prime mess pork, to be put up securely in good barrels containing 200 pounds

securely in good barrels containing 200 pounds each. The Corn Meal to be of best quality, and put up in barrels or sacks, like the flour, as may be required. The person or persons to whom any award is made must be prepared to execute contracts and give the required bonds at once, and be in readiness to commence the delivery of stores on the 20th day of April, 1869, and to continue the same in such quantifies as may be required until the 1st day of December, 1869, at which time the whole amount of the articles at which time the whole amount of the article or articles contracted for must be supplied. Samples of articles (except meats) must ac-company the proposals, in boxes or bottles, and

not in paper parcels. Each bid must be accompanied by a good and not in paper parcels.
Each bid must be accompanied by a good and sufficient guarantee from two or more persons whose loyaity and solvency are certified by a clerk of a court of record), setting forth that they will, in the event of its acceptance, give ample bonds and security for the faithful performance of the same.
The name and place of residence of each bidder and surety must be given.
No proposal will be entertained, unless satisfactorily represented, that does not fully comply with the terms of this advertisement.
Proposals may be for the whole or any part of the stores required.
Any contract awarded under this advertisement will be made subject to the approval of the Commissary-General of Subsistence, U. S. Army, and the right is reserved to reject any or all bids.
Proposals upon the centracts awarded will

 Mr. Plumly called the yeas and nays on the motion, which resulted thus:
 Yeas-Messrs. Barlow, Bumm, Cattell, Cochran, Franciscus, Herkness, Hodgdon, Hookey, Hopkins, Jones, Kamerly, King, McCall, Marcus, Morrison and Smith.
 Nays-Messrs. Duffy, McIlvain and Plumly. The matter was therefore postponed.
 The message from the Mayor on the subject of the non-fulfilment of the contracts by the contractors for cleaning the streets was then read. It represents that from records which he has directed to be kept, it is seen that there has been great neglect on the part of the whole four of the first neglect on the they have failed in keeping the streets in that cleanly condition which they were alcontracts. There were several conferences held with the contractors in presence of the committee on street cleansing, when they were incompared the street conferences held with the contractors in presence of the committee on street cleansing. several contracts. There were several contracts in presence of the com-mittee on street cleansing, when they were in-formed that they would be expected to keep to the obligations they had severally assumed; and if, after a reasonable time had transpired, and the after a reasonable time had transpired, and the condition of the weather would conveniently per-mit the work to be done, there still continued to be just cause for complaint against them, the city au-thorities would resort to whatever remedies they had a right to enforce. The contractors at first showed a disposition to comply with their contracts, but subsequently they desired to know whether they would be expected to come up to the letter of their several contracts. They were answered that the city was ready and willing to comply with the obligation resting upon her, and that each of them would be expected to perform theirs. The Mayor has not decemed it ex-pedient at this time to annul the contracts, as he

lient at this time to annul the contracts, as he pedient at this time to annul the contractors as he considered that the contractors ought to be com-pelled to perform the covenants into which they have so solemnly entered, if such performance can be enforced, and, if not, that themselves and their surfaces be continued to be held to the strictest were now annulled, much time might be contracts were now annulled, much time might be consumed before new parties could even commence their work, and in the meantime the streets would become in an impassable condition, and the health and comfort of our citizens thereby be much en-

dangered. At the close of the reading, Mr. Barlow stated that a communication sent to the Mayor by the Committee on Street Cleansing had not been re-turned with the Mayor's document. This statement, he said, he made for the purpose of letting the public know that the committee had taken action in the matter.

public know that the committee has taken acted in the matter. Mr. Barlow moved the reference of the message to the Committee on Street Cleaning, and said, in support of it, that the committee had had an inter-view with the Mayor and the contractors, and that the contractors had agreed to go on and clean the streets, provided that the allowance for February was not withheld from them. A member desired to know what good could be accomplished by a reference to the committee, in-assuch as the committee had already had the mat-ter under consideration. In defence of the contractors, it was stated that Mr. Bickley's allowance for February, which had

Mr. Bickley's allowance for February, which had been withheld, is \$3750; Crawford's, \$2625, and McGlue's, \$2302 73, and that each had expended

Considerable in the work during the month. On motion, the message was referred to the Com-mittee on Street Cleaning, with instructions to re-

mittee on Street Cleaning, with instructions of to port on Thursday next. Mr. Mollvain submitted a tabular statement showing what the contractors had expended during the month of February, and their allowances by the city. The Chamber then adjourned. Common Branch — At half-past four o'clock the Common Council with called to order, Mr. Wagner in the otheir and the call of the Mayor was read.

Common Council was called to order, Mr. Wagner in the chair, and the call of the Mayor was read. The Clerk read a communication from his Honor, relative to the non-performance of the contract made by those parties who had engaged to clean the streets of the city. Mr. Stockham moved that the communication be laid on the table, and its consideration postponed antil next week.

hald on the table, and its consideration postponed antil next week. Mr. Hanna thought that the Mayor should have had the courage to have annulled the contract if he thought it deserved such action. He also offered an amendment to Mr. Stockham's motion, that the consideration of the matter be indefinitely post-

poned. Mr. Evans offered a resolution to refer the com-munication of the Mayor to a joint special com-

Mr. Hetzell said that the only way to procure the Mr. Hetzell said that the only way to procure the cleaning of our streets was for the Mayor to annul the contract and throw upon Councils the respon-sibility of directing the City Solicitor to proceed in law sgainst the contractors or their securities. He was surprised that the Mayor should take the course of refining to sign the contractors' warrants, since such a proceeding would and has placed Councils in a dilemma. If the contractors are now cene of ferror.

We gather the following additional particulars of the burning of the Mittie Stephens, on the Red river, from the Jefferson (Fexas) Jim-

lars of the burning of the Mittle Stephens, on the Red river, from the Jefferson (Texas) Jim-plecute:— "The accounts of the eye-witnesses represent the spectacle as most appalling. The hour of midnight had just been chimed by the clock when the pilot discovered signs of fire on the larboard side of the foreessile, where, it seems, two hundred and seventy-four bales of hay had been stowed. Four quick, successive taps of the bell gave the alarm to the crew. Then ensued a scene of dismay, terror, and death. The brave captain cried to the pilot, 'Head her from the wind' Open up?' The boat was hesded for shore, and all hands put to work to extinguish the flames, but without effect. In less than five minutes the boat was completely in flames, cutting off all egress in that direction. The passengers then rushed in the storn of the boat, driven by the flames, and with the hope of making their escape. The stern was at least one hundred and sixty feet from the shore, in ten feet water. The yawi was swamped at once by being overloaded, and the occupants drowned. Nearly one hundred frantic, terror-stricken people—men, women, and children-were collected on the afterguard, with the flames hissing and cracking behind them. Every movable thing was thrown overboard, fathers could be seen hunting for their wives and children, wives for their husbands, and children for their parents, amid the stricks approached, all the men jumped over-board, some to find a watery grave, and others to save themselves by swimming; but not a single indy could be induced to take the water, and they all perished in the flames. All united in their parents, amid the stricks approached, all the men jumped over-board, some to find a watery grave, and others to save themselves by swimming; but not a single indy could be induced to take the water, and they all perished in the flames. All united in their praise of the captain's presence of mind, prudence, and gallant efforts to save the boat. In less than half an hour from the discovering of the fire t the boat. In less than half an hour from the discovering of the fire the vessel was a total wreck, and over sixty persons had perished. The Dixie lay in Jim's bayou, about five miles distant, tied to a tree, with steam down. Captain Jacobs, the master, was informed by the watchman that he believed there was a boat on fire. He thereupon despatened his mate and a deck hand to the place of the disas-ter, and they placed up many persons floating in the water. One of the most signal acts o in the water. One of the most signal acts of heroism that has ever come to our lot to record was performed by Phil. Hill, the carpenter, and a deck hand, named Jacob Stein. Twenty kegs of powder had been deposited in the magazine in the hold. With a presence of mind and a daring that have few parallels in the annals of steamboating, they, in the face of a horrible death, carried the powder up and threw it over-board. A moment lost, and there would have been no one to tell the awful story." The Shreveport Southwestern of Feb. 19 says:-"The iron safe belonging to the Mittle Ste-phens had been recovered, brought to the city, and turned over to the agents of the insurance companie". It is supposed to contain a large

companies. It is supposed to contain a large amount of money."

RAILROAD LINES.

WEST CHESTER AND PHILADELPHIA MAILROAD,-WINTER ARRANGEMEST, on and atter MONDAY, October 5, 1868, Trains will

W RATHROAD, WINDAY, ORODEY, DESCRIPTION TO BE ALLERY, -On and atter MONDAY, ORODEY, DESCRIPTION OF STRESS, Trains will leave as follows:-Teave Philadelphia from the Depot, THIRTY. PIRST and OHEENUT Streets, 745 A. M., 11 A. M., 250 P. M., 415 P. M., 450 P. M., 616 and 1130 P. M. Teave West Chester for Philadelphia, from Deport on East Market street at 525 A. M., 746 A. M., 800 A. M., 1045 A. M., 155 P. M., 450 P. M., and 655 P. M. Trains leave West Chester at 800 A. M. and leav-ing Philadelphia at 450 P. M., will stop at B. C. Junc-tion and Media only. Passengers to or from station between West Chester and B. C. Junchon, going East, will take train leaving West Chester at 746 A. M., and going West will take the train leaving Philadelphia at 450 P. M., and transfer at E. C. Junction. The Depot in Philadelphia is reached directly by the Chesnut and Weilut Street cars. These of the Market Street lines run within one square. The cars of both lines connect with each train upon its arrival. ON SUNDAYS.

Arrival ON SUNDAYS, Leave Philadeiphin at 8 50 A. M. and 700 P. M. Leave West Chester at 755 A. M. and 4700 P. M. Trains leaving Philadeiphin at 7'45 A. M. and 4'500 P. M., and leaving West Chester at 8 00 A. M. and 4'500 P. M., connect at E. O Junction with Trains on P. & B. C E. R. for Oxford and interwediate points. Sing HENRY WOOD, General Sup's.

JOHN VANNO, 501 CHESNUT Street, FRANCIS FUNK, TICKet Agent, No. 116 MARKET Street, BAMUEL H. WALLACE, Ticket Agent at the Depot, The Pennsylvania Ratircad Company will not as-sume any clak for Baggage, except for Wearing Ap-parel, and imit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract. EDWARD H. WILLIAME, 429 General Superintendent Altoona, Fa. 7

PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD.

TIME TABLE. FOR GERMANTOWN

Leave Philadeiphia at 6, 7, 8, 906, 10, 11, 12 A. M., 1, 2, 3 15, 2%, 4, 5, 5%, 6'10, 7, 8, 9, 10, 11, 12 P. M. Leave Germantown at 6, 7, 7%, 8, 820, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 4%, 6 6%, 7, 8, 9, 10, 11 P. M. The 820 down train, and 3% and 3% up trains, will not stop on the Germantown Branch.

ON SUNDAYS.

Leave Philadelphia at 9'15 A. M., 2, 7, and 10% P. M. Leave Germantown at 8'15 A. M., 1, 6, and 9% P. M. CHESTNUT HILL RAILBOAD. Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3%, 5%, 7, 9, and 11 P. M. Leave Chestnut Hill at 7'10, 8, 9'40, 11'40 A. M., 1'40, 8'40, 5'40, 6'40, 8'40, and 10'40 P. M.

ON SUNDAYS, Leave Philadelphia at 915 A., 2 and 7 P. M. Leave Chestnut Hill at 750 A. M., 1250, 550, and 923 P. M.

F. M. FOR CONSHOHOCKEN AND NORRISTOWN. Leave Philadelphia at 5, 75, 9, and 11-05 A. M., 154, 5, 45, 55, 65, 800, and 115 F. M. Leave Norristown at 540, 7, 760, 9, and 11 A. M., 154, 8, 455, 55, and 85 F. M. ON SUNDAYS. Leave Philadelphia at 9 A. M.; 25, and 75 F. M. Leave Norristown at 7 A. M.; 35, and 9 F. M.

FOR MANAYUNE. Leave Philadelphia at 6, 754, 9, and 11.05 A. M.; 154, 456, 552, 634, 8 66, and 1129 P. M. Leave Manayunk at 6 10, 754, 8 20, 954, and 1154 A. M. , 854, 6, 654, and 9 P. M.

ON SUNDAYS. Leave Philadelphia at 9 A. M : 2½ and 7½ P. M. Leave Mansyunk at 7½ A. M : 6 and 9½ P. M. W. S. WILSON, General Superintendent. Depot, Ninth and Green streets.

NORTH PENNSYLVANIA RAILROAD. For BETHLEHEM, DOYLESTOWN, MAUCH CHUNE, EASTON, WILLIAMSPORT, WILKES-BARRE, MAHANOY CITY, MOUNT CARMEL, PIITTSTON, TUNKHANNOCK, AND SCRANTON. WINTER ARRANGEMENTS. Pass enger Trains leave the Dspot, corner of BERKS and AMERICAN Streets, daily (Sundays excepted), as follows:-

As follows:-At 745 A. M. (Express for Bethlehem, Allentown, Match Chuna, Hazieton, Williamsport, Wilkeabarre, Mahanoy City, Pittston, and Tunkhannock. 945 A. M. (Kzpress) for Bethlehem, Easton, Allen-tows, Manch Chunk, Wilkesbarre, Pittston, and Scrauton, Manch Chunk, Wilkesbarre, Pittston, and

town, Manch Chunk, Wilkesbarre, Pitatoh, and Scranton. At 145 P. M. (Express) for Bethlehem, Mauch Chuhk, Wilkesbarre, Pitaton, and Scranton. At 5'00 P. M. for Bethlehem, Easton, Allentown and Mauch Chunk, For Doylestown at 8'45 A. M., 245 and 4'15 P. M. For Fort Weshington at 10'45 A. M. and 11'50 P. M. For Landale at 6'20 P. M. For Landale at 6'20 P. M. Firth and birth streets, Becond and Third streets, and Union City Passenger Rallways run to the new Depot.

and Union Cho and Annual Philadelphia Depot. TRAINS ARRIVE IN PHILADELPHIA From Bethlehem at \$10 A. M., 210, 625, and \$30

From Bethlehem at V10 A. M., 210, 525, and 520 P. M. From Doylestown at 3755 A. M., 455 and 7 P. M. From Eansdale at 750 A. M. From Fort Washington at 10 45 A. M. and 310 P. M. ON SUNDAYS. Philadelphia for Bethlehem at 9 30 A. M. Philadelphia for Doylestown at 2 P. M. Doylestown for Philadelphia at 7 A. M. Bethlehem for Philadelphia at 4 P. M. Tickets sold and Baggage checked through at Mann's North Pennsylvania Baggage Express Office. No. M68. FIFTH stress. ELLIS CLARK. Agont.

PENNSYLVANIA HOSPITAL --

The attending Managers area-Wistar Morris. No. 209 S Third street. S. Morris Wain, No. 125 S. Delaware avenue. Attending Physician-J. M. Da Conta, M. D., No. Motor Spruce street. Attending Surgeons-William Hunt, M. D., No. 500 Spruce street.

arcet, as George Morton, M. D., No. 1421 Chesnut

street. The Physician and Surgeons attend at the Hospi-tal every day (Sundays excepted) to receive applica-tions for admission. Persons scrincally injured by accidant are always admitted it brought to the Hospital immediately

EXCURSION TICKETS

From Philadeiphia to principal stations, good for Saturday, Sunday, and Monday, at reduced inces, to be had only at the Ticket Office, at Thirteenth and Callowhill streets.

FREIGHT. Goods of all descriptions forwarded to all the above points from the Company's new freight deput, Broad and Willow streets.

FREIGHT TRAINS Leave Philadelphia daily at 435 A. M., 1230 noon, 3 and 5 P. M., for Reading, Lecanon, Harr. sourg, Potaville, Port Clinton, and all points beyond.

MAILS Close at the Philadelphia Fost Office for all places on the read and its branches at 5 A. M., and for the principal stations only at 215 P M.

BAGGAGE. Dungan's Express will collect baggage for all trains leaving Philadelphia Depot. Orders can be let at No. 225 8 Fourth street, or at the Depot. Thirteenth and Callowhill streets.

PHILADELPHIA, WILMINGTON, AND

 PHILADELPHIA, WILMINGTON, AND BALTIMORE BAILROAD.-TIME TABLE.-Connected a ONDAY, November 23, 1838, -Trains will leave be point and the street and Washing-ton avenue, as follows: Way-mail Train as \$30 A. M. (Sundays excepted), for Bailimore stopping at all regular stations. Con-necting with Delaware Bailroad at Wilmington for Cristical and intermediate stations.
 Express [Train at 12 M. (Sundays excepted), for Bailimore and Washington, stopping at Wilmington, Perry ville, and Havre-ce-dirace, Connects at Wil-mington with train for New Casile.
 Express Train at 10 P. M. (Sundays excepted), for Bailimore and Washington, stopping at Wilmington, Tabulow, Linwood, Claymont, Wilmington, New-port, Stabion, Newark, Eikton, North-East, Charles-town, Perry ville, Havre de Grace, Aberdeen, Perry-man's, Eogewood, Magnolis, Chaste's, and Steamner's Bus.
 Tente Express at 1120 P. M. (Daily) for Baltimore CARLISLE BARRACKS, PESNSYLVANIA, OFFICE ACTING ASSISTANT QUALITERMASTER, February 26, 1869. Sealed Proposals will be received at this office until 12 M., the 15th day of Marco, 1869, for fur-nishing this Department with FORTY (40) CAVALRY HORSES, to be delivered at Carlisle Barracks, Pennsylvania, on or before the 15th of April 1860. Barracks, Pennsylvania, on or before the loth of April, 1869. The horses must be sound in all particulars, well broken, in full flesh and good condition, from fifteen (15) to sixteen (1s) hands high, from five (5) to nine (9) years old, and well adapted in every way to cavairy purposes. The foregoing specifications will be rigidly adhered to. Each bid must be guaranteed by two respon-sible persons, whose signatures must be ap-

main a, Rogewood, anglosh, A. (Daily) for Baltimore Night Express at 11 20 P. M. (Daily) for Baltimore and Washington, supping at Caestor, Thurlow, Lin-wood, Claymont, Wilnington, Newark, Eikton, North-East, Perryville, and Havre de Grace. Pansebg ern for Fources Monroe and Nortolk will Take the L'00 M. train. WILMINGTON TRAINS, Sconding at all Statums between Philadelphia and

take the L^{TOO} M. Grain.
take the L^{TOO} M. Grain.
Btopping at all Stations between Philadelphia and Winnington.
Leave Philadelphia at 11'60 A. M., 2:30, 5:06, and 7:00 P. M. The 5:00 P. M. Train connects with Delaware tailons.
Leave Wilmington 7:00 and 8:10 A. M., 1'30, 4'16, and Leave Wilmington 7:00 and 8:10 A. M., 1'30, 4'16, and 1. Leave Wilmington 7:00 and 8:10 A. M., 1'30, 4'16, and these tailons.
Leave Wilmington 7:00 and 8:10 A. M., 1'30, 4'16, and 1. Leave Wilmington 7:00 P. M. Train will not stop between the statical field of the static st

officer, as being good and solution of the amount involved. The right is reserved to reject any bid deemed too high, and no bid from a defaulting con-tractor will be received. Hy order of the Quartermaster-General. BAY T. GORDON, Second Lieutenant Sth U. S. Cavalry, Acting A. Q. M.

Stanton, Newport, Winnington, Cupation, Interest, and Chester. Through lickets to all points West, South, and southwest may be procured at licket office, No, s23 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sheeping Cars can be secured during the day. Persons purchasing tickets at this office can have baggage checked at their real-dence by the Union Transfer Company. H. F. KENNEY, Superintendent.

W EST JERSEY RAILROADS.-W FALL AND WINTER ARRANGEMENT. From foot of MAREET Street (Upper Forry). Commencing WEDNESDAY, Beptemper 18, 1858. TRAINS LEAVE AS FOLLOWS. For Cape May and stations below Milliville, \$15 P.M.

For Cape May and the stations of the stations For Milliville, Vinciand, and Intermediate stations S'15 A. M. S'15 P. M. For Bridgeton, Salem, and way stations S'15 A. M and S'30 P. M. For Woodbury at S'15 A. M., S'15, S'30, and 6'00 P. M Freight train leaves Camden daily at 12 o'clock moon.

BOOM. Freight received at second covered whasfield Walnut street, daily. Freight Delivered No. 326 South Delawareavan Freight Delivered No. 416 Seweill.

For Remington'sdo. ... " For Warner's do. ... " For Sharp's do. ... " For Starr's do. ... " U. 8 musket cartridges, E ball. " 54 58 ** 69 and 71 Paper. 69 69 41 41 buck and ball ...

Metallic

44 | primed.

Linen.

52) 54)

Colt's pistol cartridges. Colt's pistol cartridges. Smith's carbine car-tridges, rubber and metal

Burnside's carbine car-

bres of cannon; round shot, snells, canister and spherical case, for all calibres. Also, fixed ammnition for the same. Musket percussion caps from broken-up am-

multion. The Ordnance Department reserves the right to reject all bids not deemed satisfactory. Prior to the acceptance of any bid it will have to be approved by the War Department. Terms cash. Ten per cent. payable on the day of sale, and the remainder when the pro-perty is delivered. Twenty days will be al-lowed for the removal of stores. Bidders will state explicitly the point or points where they will accept storss. Delive-ries will only be made at the arsenals. Samples can be seen at this office, or at any

ries will only be made at the arsenals. Samples can be seen at this office, or at any of the arsenals in the United States. Proposals will be addressed to the under signed, and endorsed "Proposals for purchasing Ordnance Stores." For further information apply to the undersigned. Brevet Colonel U. S. A., 31 Mejor of Ordnance.

DROFOSALS FOR CAVALEY HORSES. CAVALEY DEPARTMENT, CARLISLE BARRACKS, PENNSYLVANIA,

sible persons, whose signatures must be ap-pended to the bid and certified to by the United

States District Judge, Attorney, or other public officer, as being good and sufficient security for

BAILBOAD LINES.

DHILADELPHIA AND ERIE BAILROAD .-

WINTER TIME TABLE. - THROUGH AND IRECT HOUTE BETWEEN PHILABELPHIA, ALTIMORE, HA BRISBURG, WILLIAMSPORT, ND THE GREAT OIL REGION OF PENNSYL-

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ND TI