LITERATURE.

REVIEW OF NEW BOOKS.

THE EARTHLY PARADISE, by William Morris. Part III. Published by Roberts Brothers. Philadelphia agents, Porter & Coates.

The most ardent lovers of poetry are notoriously shy of long poems, and more than one work of real merit has fallen into neglect because the poet has undertaken to cover too large a canvas, and inspired a fear lest beauties might not be worth seeking amid so much prospective dulness. Indeed, it has been asserted many times that the age of long poems was past, and that the writing of epics was a lost art. It is therefore something very remarkable that a new poet, one of whose most marked characteristics is the length of his effusions, should spring into such immediate popularity as the author of "Jason" and "The Earthly Paradise." Life is short, and there must be many good volumes left unread by the most industrious bookworm. We have, therefore, a right to be suspicious of the quality of an author who astonishes us in the first place by his quantity. "The Earthly Paradise," considered as a consecutive work, will, when it is completed, be one of the longest, if not the longest, poem in existence; and yet there has scarcely been a poetical work produced during the present century that has received more hearty and unqualified praise from all the critics of Europe and America that have been called upon to notice it. Under these circumstances, there must certainly be some sterling qualities of excellence that commend the verses of Mr. Morris not only to the critical faculty of those who are called upon to dissect them with a view of finding out the secret of their excellence, but to the popular fancy that is content to enjoy what it finds to be enjoyable without question as to the why or wherefore. The secret of Mr. Morris' success is, however, not difficult to discover—he is a genuine story-teller; in the embellishment of his theme he never forgets that the main object of the story-teller's art is to interest his readers, he never assumes the functions of the philosopher or attempts to soar into those higher regions of fancy where poetry becomes metaphysics, and where men weary of the labors of life hesitate to follow. Mr. Morris acknowledges Chaucer to be his master, and it is necessary to go back to the dawn of English poetry before we can find any writer with whom a comparison can be instituted. Mr. Morris, however, is no more of an imitator of Chaucer than Dante is of Virgil. His genius, though distinctively original, is akin to that of Chaucer, and his poetry has all the unconscious freshness and sympathy with nature that distinguishes the writings of the early poet. The verse of Mr. Morris glides on with an easy flow that never wearies, never satiates; it neither sinks into the level of commonplace nor rises to the heights of the sublime, but is evenly good throughout, and the reader is lulled by its music, and feels that it is just what it ought to be. There are no poetical works before the public to which so little critical objection can be made as those of this writer; he understands his own capabilities so thoroughly, and he writes with such an easy unconsciousness of effort, that he places himself in exact sympathy with the mood of his readers, or rather his poetry creates a mood that will accord with the theme. Mr. Morris fills a place exclusively his own among the poets of the day, and he is deserving of a heartier welcome than has been accorded to any of the new verse writers of the last decade, because of the placid beauty of his style, the pure and healthy tone of all that he writes, and its adaptability to the tastes of a very large circle of readers. It would not be doing justice to this fine poet, however, to leave the impression that the chief merits of his writings consist in placidity and quietness. He is a story-teller, and he knows how to interest his readers in his stories because he is thoroughly interested in them himself. His themes are old, old as humanity; they have been told and retold many times, and a majority perhaps of the tales in "The Earthly Paradise" are old legends that will be recognized by many as among their earliest recollections of imaginative literature. It is not enough to say that these gain a new charm from the treatment of Mr. Morris, for in the telling of them he touches all the chords of human interest and sympathy, so that the reader is surprised at every page by revelations of the longings, hopes, and disappointments of humanity that seem so naturally to belong to the subject, but that the bare outlines of the antique theme scarcely hinted at. This is especially remarkable in the exquisite story of "The Land East of the Sun and West of the Moon," in the present volume, which will astonish and delight those who have hitherto only known it as a singularly imaginative Norse fairy tale.

The first volume of "The Earthly Paradise," besides a long prologue relating to the adventures of the wanderers, the failure of their search for the earthly paradise, and their final arrival and hospitable entertainment in the Greek city, where with the elders of the place, they beguile the months by drawing upon their stock of legendary lore, contained twelve tales covering the spring and summer months. The volume before us, which is of nearly equal bulk, only gives six tales for the autumn months, and the winter tales are yet to be told. This shows that Mr. Morris is disposed to be more prolix than ever as he goes on, and his readers may well be almost in despair at being able to keep up with him. These poems of the autumn, however, are not only longer, but they are of a higher quality than those that have preceded them. They are full of exquisite landscape effects, but they deal less with the external appearances of nature, and more with inner experiences of humanity. Without losing anything of their true narrative character, they are more dramatic in style and manner than any that he has yet written, and they indicate a reserve force for what is possibly training for more ambitious work than that of the story-teller, although Mr. Morris may well be content to rest satisfied with the laurels that he has won in that particular sphere.

The six stories in this Autumn volume are "The Death of Paris," "The Land East of the Sun and West of the Moon," "The Story of Acontius and Cydippe," "The Man Who Never Laughed Again," "The Story of Rhodope," and "The Lovers of Gudrun." The first, third, and fifth are classic, and the others, with the exception of "The Man Who Never Laughed Again," which is an oriental story, are Norse. The Greek subjects have a simplicity and directness that are much in the Greek manner, while those of Northern origin are more or less discursive, in the true Gothic style. It would be impossible within the limits of a newspaper review to give a description of these stories, even if it were desirable, and it is sufficient for us to commend them to our readers, with the assurance that we have been delighted in their perusal. The last and longest story in the series, "The Lovers of Gudrun" is an Icelandic legend, and is a noble poem nobly told. It is stronger, more vigorous, and distinguished by higher qualities than anything that Mr. Morris has yet written. We have no hesitation in praising it as one of the very finest English poems that have been given to the world during the present generation, and it would of itself be sufficient to place Mr. Morris in the front rank of living poets. The scenery, costumes, and characters of this story are set before the reader with remarkable vividness, and even the apparent aimlessness—if we may so term it—of portions of the narrative is perfectly in keeping, and seems to give a verisimilitude to this perfect picture of Icelandic life and society at the time of the introduction of Christianity. The three principal personages are drawn with a skill that shows Mr. Morris to be possessed of a genius that if not dramatic nearly approaches to that quality. The conclusion is a fine example of tragic writing that approaches the intensity of the drama, but that never forgets the style of the story-teller. We cannot refrain from quoting the following magnificent passage where the tender-hearted lover of Gudrun mourns over the body of his prouder rival who has fallen by his hand, although we know that very much of its force will be lost by being transferred from its proper place in the narrative:—

Fair is the night and fair the day,
Now April is forgot of May,
Now into June May falls away;
Fair day, fair night, O give me back,
The tide that all fair things did lack
Except my love, except my sweet!

Blow back, O wind! thou art not kind,
Though thou art sweet; thou hast no mind
Her hair about my sweet to wind;
O flowery sward, though thou art bright,
I praise thee not for thy delight,
Thou hast not kissed her silver feet.

Thou know'st her not, O rustling tree,
What dost thou then to shadow me,
Whose shade her breast did never see?
O flowers, in vain ye bow adown!
Ye have not felt her odorous gown
Brush past your heads my lips to meet.

Flow on, great river—thou mayst deem
That far away, a summer stream,
Thou sawest her limbs amidst the gleam,
And kissed her foot, and kissed her knee,
Yet get thee swift unto the sea!
With naught of true thou wilt me greet.

And thou that men call by my name,
O helpless one, hast thou no shame
That thou must even look the same,
As while agone, as while agone,
When thou and she were left alone,
And hands, and lips, and tears did meet.

Grow weak and pine, lie down to die,
O body in thy misery,
Because short time and sweet goes by;
O foolish heart, how weak thou art!
Break, break, because thou needs must part
From thine own love, from thine own sweet!

Remarkable as is the merit of "The Lovers of Gudrun," it is doubtful whether it will gain from the majority of readers the same amount of unqualified admiration as the exquisite dream-like tale of "The Land East of the Sun and West of the Moon," which shows Mr. Morris at his best in the capacity of a legendary poet and story-teller. We refrain from making any quotations from this, although much tempted by numerous passages of great beauty, for it is simply impossible to give any adequate idea of the style of Mr. Morris in this manner, and we shall do our readers a better service by simply inviting them to read and enjoy for themselves. The following song, however, from "The Story of Acontius and Cydippe," is complete in itself, and we therefore give it as a specimen of the lyric quality of the poet:—

Men say that those who went the corpse to bring
To Bathstead thence, found Bodli muttering
Over the white face turned up to the sky,
Nor did he heed them as they drew anigh,
Therefore they stood by him, and heard him say:
"Perchance it is that thou art far away
From us already; caring not at all
To hear what in after days to us may fall—
O piteous, piteous!—yet perchance it is
That thou, though entering on thy life of bliss,
The meed of thy great heart, yet art anear,
And somewhat of my feeble voice can hear.
Then scarce for pardon will I pray thee now,
But rather now, indeed, begins anew;
Yet since a long time past might but lead to this,
My lips might utter, let me speak to thee,
If so it really is that thou art free,
At peace and happy past the golden gate;
Thou wilt not fear me then, and thou wilt wait
A thousand years for me and deem it naught.
O dead friend, in my heart there springs a thought
That, since with thy last breath thou spakst her name
And since thou knowest now how longing came
Into my soul, that thou wilt forgive me yet
That time of times, when in my heart first met
Anger against thee, with the sweet, sweet love
Wherewith my old dull life of habit strove
So weakly and so vainly; that thou know
Know all the value of that dear delight
As did I? Kiartan, as I changed to thee;
Yes, and since hope is grown so great in me,
What shall we do, if, of each forgiven,
We twain shall meet amid the bliss of heaven,
And find it in the new faith tells of? Thee and God I pray
Impute it not for sin to me to-day,
Then scarce can I shape the thought of this:
O friend, O friend, when I meet thee in bliss,
Wilt thou not give my love Gudrun to me,
Since now indeed thine eyes made thee to see
That I of all the world must love her most?"

The moral purpose of this remarkable series of poems is the more apparent from the fact that it is never allowed to obtrude itself, and the poet is above everything an artist. But all true art carries its moral with it; and these songs of an unsatisfied heart, as they might be termed, indicate the impalpable character of earthly happiness, and the futility of the search for the Earthly Paradise. In the beautiful apologetic verses prefixed to the first volume the poet declares his purpose to—

"Strive to build a shadowy isle of bliss
Midmost the beatings of the steely sea,
Where tossed about the hearts of men must be,"

and there is an impalpable quality even in the most vigorous of the poems that leaves the reader unsatisfied and impressed with the thought that not even in poetry, in art, in failing human love is perfect happiness to be realized. There is always something beyond, and still beyond, that the heart longs for, and that the poet's allegory gives us but a glimpse of, like the view that greeted the pilgrims from the summit of the Delectable Mountains. The verse flows on and on, in a clear, stainless current, as does the Lethe of Dante's terrestrial paradise, bringing for a season forgetfulness and oblivion of the world and its noises, and leaving the reader's heart softened and his mind purified even by the pictures of fading joy and unsatisfied hopes that it presents. Higher than this the poet does not aim, for, as he says in his "Apology"—

Of Heaven or Hell I have no power to sing,
I cannot ease the burden of your fears,
Or make quick coming death a little thing,
Or bring again the pleasure of past years,
Nor for my words shall ye forget your tears,
Or hope again for aught that I can say,
The idle singer of an empty day.

The heavy trouble, the bewildering care
That weighs us down who live and earn our bread,
These idle verses have no power to bear;
So let me sing of names remembered,
Because they, living not, can ne'er be dead,
Or long time take their memory quite away
From us poor singers of an empty day.

Dreamer of dreams, born out of my due time,
Why should I strive to set the crooked straight?
Let it suffice me that my murmuring rhyme
Beats with light wing against the ivory gate,
Telling a tale not too importunate
To those who in the sleepy region stay,
Lulled by the singer of an idle day.

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246,900	Loans on Bond and Mortgage, first liens on City Properties	246,900·00
$1,231,400 Par.	Market value, $1,255,270·00 Cost, $1,215,622·27.	
	Real Estate	36,000·00
	Bills Receivable for insurances made	323,700·75
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PROPOSALS.

PROPOSALS FOR STAMPED ENVELOPES AND WRAPPERS.

POST OFFICE DEPARTMENT, January 10, 1870.

Sealed Proposals will be received until 3 P. M. on the 1st day of MARCH, 1870, for furnishing all the "Stamped Envelopes" and "Newspaper Wrappers" which this Department may require during a period of four years, commencing 1st of July, 1870, viz.:—

STAMPED ENVELOPES.

No. 1. Note size, 2⅞ by 4⅝ inches, of white paper.

No. 2. Ordinary letter size, 3 1-16 by 5⅜ inches, of white, buff, canary, or cream-colored paper, or in such proportion of either as may be required.

No. 3. Full letter size (ungummed on flap, for circulars), 3¼ by 5⅝ inches, of the same colors as No. 2, and under a like condition as to the proportion of each.

No. 4. Full letter size, 3¼ by 5⅝ inches, of same colors as No. 2, and under a like condition as to the proportion of each.

No. 5. Extra letter size (ungummed on flap, for circulars), 3⅝ by 6¼ inches, of same colors as No. 2, and under a like condition as to the proportion of each.

No. 6. Extra letter size, 3⅝ by 6¼ inches, of same colors as No. 2, and under a like condition as to the proportion of each.

No. 7. Official size, 3⅞ by 8⅞ inches, of the same colors as No. 2, and under a like condition as to the proportion of each.

No. 8. Extra official size, 4¼ by 9⅝ inches, of same colors as No. 2, and under a like condition as to the proportion of each.

NEWSPAPER WRAPPERS.

6¾ by 9¾ inches, of buff or manila paper.

All the above envelopes and wrappers to be embossed with postage stamps of such denominations, styles, and colors, and to bear such printing on the face, and to be made in the most thorough manner, of paper of approved quality, manufactured specially for the purpose, with such water marks or other devices to prevent imitation as the Postmaster-General may direct.

The envelopes to be thoroughly and perfectly gummed, the gumming on the flap of each (except for circulars) to be put on not less than half an inch in width the entire length. The wrappers to be gummed not less than three-fourths of an inch in width across the end.

All envelopes and wrappers must be banded in parcels of twenty-five, and packed in strong pasteboard or straw boxes, each to contain not less than two hundred and fifty of the letter or extra letter size, and one hundred each of the official or extra official size, separately. The newspaper wrappers to be packed in boxes to contain not less than two hundred and fifty each. The boxes are to be wrapped and sealed, or securely fastened in strong manila paper, so as to safely bear transportation by mail for delivery to postmasters. When two thousand or more envelopes are required to fill the order of a postmaster, the straw or pasteboard boxes containing the same must be packed in strong wooden cases, well strapped with hoop-iron, and addressed; but when less than two thousand are required, proper labels of direction, to be furnished by an agent of the Department, must be placed upon each package by the contractor. Wooden cases containing envelopes or wrappers to be transported by water routes, must be provided with suitable water-proofing. The whole to be done under the inspection and direction of an agent of the Department.

The envelopes and wrappers must be furnished and delivered with all reasonable despatch, complete in all respects, ready for use, and in such quantities as may be required to fill the daily orders of postmasters; the deliveries to be made either at the Post Office Department, Washington, D. C., or at the office of an agent duly authorized to inspect and receive the same; the place of delivery to be at the option of the Postmaster-General, and the cost of delivering as well as all expense of packing, addressing, labeling, and water-proofing, to be paid by the contractor.

Bidders are notified that the Department will require, as a condition of the contract, that the envelopes and wrappers shall be manufactured and stored in such manner as to ensure security against loss by fire or theft. The manufactory must at all times be subject to the inspection of an agent of the Department, who will require the stipulations of the contract to be faithfully observed.

The dies for embossing the postage stamps on the envelopes and wrappers are to be executed to the satisfaction of the Postmaster-General, in the best style, and they are to be provided, renewed, and kept in order at the expense of the contractor. The department reserves the right of requiring new dies for any new stamps, or denominations of stamps not now used, and any changes of dies or colors shall be made without extra charge.

Specimens of the stamped envelopes and wrappers now in use may be seen at any of the principal post offices, but these specimens are not to be regarded as the style and quality need by the department as a standard for the new contract; bidders are therefore invited to submit samples of other and different qualities and styles, including the paper proposed as well as the manufactured envelopes, wrappers, and boxes, and make their bids accordingly.

The contract will be awarded to the bidder whose proposal, although it be not the lowest, is considered most advantageous to the Department, taking into account the prices, quality of the samples, workmanship, and the sufficiency and ability of the bidder to manufacture and deliver the envelopes and wrappers in accordance with the terms of this advertisement; and no proposal will be considered unless accompanied by a sufficient and satisfactory guarantee. The Postmaster-General also reserves the right to reject any and all bids, if in his judgment the interests of the Government require it.

Before closing a contract the successful bidder may be required to prepare new dies, and submit impressions thereof. THE USE OF THE PRESENT DIES MAY OR MAY NOT BE CONTINUED.

Bonds, with approved and sufficient sureties, in the sum of $200,000, will be required for the faithful performance of the contract, as required by the seventeenth section of the act of Congress, approved the 26th of August, 1842, and payments under said contract will be made quarterly, after proper adjustment of accounts.

The Postmaster-General reserves to himself the right to annul the contract whenever the same, or any part thereof, is offered for sale for the purpose of speculation; and under no circumstances will a transfer of the contract be allowed or sanctioned to any party who shall be, in the opinion of the Postmaster-General, less able to fulfill the conditions thereof than the original contractor. The right is also reserved to annul the contract for a failure to perform faithfully any of its stipulations.

The number of envelopes of the different sizes and of wrappers issued to Postmasters during the fiscal year ended June 30, 1869, was as follows, viz.:—
No. 1. Note size—1,114,000.
No. 2. Ordinary letter size; (not heretofore used).
No. 3. Full letter size, (ungummed, for circulars)—4,150,000.
No. 4. Full letter size—67,367,500.
No. 5. Extra letter size, (ungummed, for circulars)—349,000.
No. 6. Extra letter size—4,204,500.
No. 7. Official size—604,650.
No. 8. Extra official size—1700.
Wrappers—3,595,250.

Bids should be securely enveloped and sealed, marked "Proposals for Stamped Envelopes and Wrappers," and addressed to the Third Assistant Postmaster-General, Post Office Department, Washington, D. C.

JOHN A. J. CRESWELL, Postmaster General.
1 11 eodtM1

CLOTHS, CASSIMERES, ETC.

JAMES & HUBER,
Successors to JAMES & LEE,
No. 11 North SECOND Street,
Sign of the Golden Lamb,
Are now closing out their entire stock of
Winter Goods,
Consisting of CLOTHS, CASSIMERES, VESTINGS, etc., of the best makes and finest texture, which they are selling far below importers' prices, preparatory to the reception of their SPRING STOCK OF GOODS. 3 28 mws

COTTON SAIL DUCK AND CANVAS, of all numbers and brands. Tent, Awning, Trunk, and Wagon-cover Duck. Also, Paper Manufacturers' Drier Felts, from thirty to seventy-six inches, with Paulins, Belting, Sail Twine, etc.
JOHN W. EVERMAN, 103 CHURCH Street (City Stores).

SAMUEL SMITH & CO., No. 4 S. SEVENTH Street, STEAM AND GAS FITTERS AND PLUMBERS. Tubes, Fittings, and Brass Work constantly on hand. All work promptly attended to. Galvanized Tube for Cemetery Lots furnished. 11

STEVENSON, BRO., & CO., OILS No. 132 S. SECOND Street.

DR. M. KLINE CAN CURE CUTANEOUS Eruptions, Marks on the Skin, Ulcers in the Throat, Mouth, and Nose, Sore Legs, and Sores of every conceivable character. Office, No. 3 S. ELEVENTH, between Chesnut and Market streets.

SHIPPING.

LORILLARD STEAMSHIP LINE FOR NEW YORK.
RUNNING REGULARLY EVERY TUESDAY, THURSDAY, AND SATURDAY, AT NOON, would call attention of shippers to this
SPECIAL NOTICE.
Great Reduction of Rates.
On opening of Spring Navigation the steamers of this line will run DAILY, at 5 cents per 100 lbs., 2 cents per foot, or ½ cent per gallon, ship's option.
JOHN F. OHL, No. 19 NORTH WHARVES.
N. B.—Extra rates on small packages iron, metals, etc. 2 28

FOR LIVERPOOL AND QUEENSTOWN.—Inman Line of Mail Steamers are appointed to sail as follows:—
City of Baltimore, Saturday, Feb. 19, at 8 A. M.
City of New York, via Halifax, Tuesday, Feb. 22, 10 A. M.
City of Paris, Saturday, Feb. 26, at 1 P. M.
City of Brooklyn, Saturday, March 5, 8 A. M.
City of Boston, via Halifax, Tuesday, March 8, at 10 A. M.
And each succeeding Saturday and alternate Tuesday, from Pier 45, North River.
RATES OF PASSAGE.
BY THE MAIL STEAMER SAILING EVERY SATURDAY.
Payable in Gold. Payable in Currency.
FIRST CABIN $100; To London 105; To Paris 115. STEERAGE $35; To London 40; To Paris 42.
PASSAGE BY THE TUESDAY STEAMER, VIA HALIFAX.
FIRST CABIN. Payable in Gold. Liverpool $80; Halifax 20; St. John's, N. F., by Branch Steamer 45. STEERAGE. Payable in Currency. Liverpool $30; Halifax 15; St. John's, N. F., by Branch Steamer 30.
Passengers also forwarded to Havre, Hamburg, Bremen, etc., at reduced rates.
Tickets can be bought here at moderate rates by persons wishing to send for their friends.
For further particulars apply at the Company's Offices, JOHN G. DALE, Agent, No. 15 Broadway, N. Y. Or to O'DONNELL & FAULK, Agents, No. 402 CHESNUT Street, Philadelphia. 4 5

ONLY DIRECT LINE TO FRANCE.
THE GENERAL TRANSATLANTIC COMPANY'S MAIL STEAMSHIPS BETWEEN NEW YORK AND HAVRE, CALLING AT BREST.
The splendid new vessels on this favorite route for the Continent will sail from Pier No. 50, North river, every Saturday.
PRICE OF PASSAGE in gold (including wine).
TO BREST OR HAVRE, First Cabin $140; Second Cabin $85.
TO PARIS, First Cabin $145; Second Cabin $89. (Including railway tickets, furnished on board.)
These steamers do not carry steerage passengers. Medical attendance free of charge.
American travellers going to or returning from the continent of Europe, by taking the steamers of this line avoid unnecessary risks from transit by English railways and crossing the channel, besides saving time, trouble, and expense.
GEORGE MACKENZIE, Agent, No. 58 BROADWAY, New York.
For passage in Philadelphia, apply at Adams Express Company, to H. L. LEAF, No. 320 CHESNUT Street. 1 27

NORTH GERMAN LLOYD.—STEAM BETWEEN NEW YORK AND BREMEN, VIA SOUTHAMPTON.
THE SCREW STEAMERS OF THE NORTH GERMAN LLOYD run regularly between New York, Bremen, and Southampton, carrying the United States, English, and Continental mails.
FROM BREMEN EVERY SATURDAY
FROM SOUTHAMPTON EVERY TUESDAY
FROM NEW YORK EVERY SATURDAY
Price of Passage from New York to Bremen, London, Havre, and Southampton:—
First Cabin, $120; Second Cabin, $72; Steerage, $30, Gold.
From Bremen to New York:—
First Cabin, $120; Second Cabin, $72; Steerage, $40, Gold.
These vessels take Freight to London and Hull, for which through bills of lading are signed.
An experienced surgeon is attached to each vessel.
All letters must pass through the Post Office.
No Bills of Lading but those of the Company will be signed. Bills of Lading will positively not be delivered before goods are cleared at the Custom House.
Specie taken to Havre, Southampton, and Bremen at the lowest rates. For freight or passage apply to OELRICHS & CO., No. 68 BROAD Street, N. Y. 1 17

PHILADELPHIA, RICHMOND, AND NORFOLK STEAMSHIP LINE. THROUGH FREIGHT AIR LINE TO THE SOUTH AND WEST. INCREASED FACILITIES AND REDUCED RATES FOR 1870.
Steamers leave every WEDNESDAY and SATURDAY, at 12 o'clock noon, from FIRST WHARF above MARKET Street.
RETURNING, leave RICHMOND TUESDAYS and FRIDAYS, and NORFOLK WEDNESDAYS and SATURDAYS.
No Bills of Lading signed after 12 o'clock on sailing days.
THROUGH RATES to all points in North and South Carolina, via Seaboard Air Line Railroad, connecting at Portsmouth, and to Lynchburg, Va., Tennessee, and the West, via Virginia and Tennessee Air Line and Richmond and Danville Railroad.
Freight HANDLED BUT ONCE, and taken at LOWER RATES THAN ANY OTHER LINE.
No charge for commission, drayage, or any expense of transfer.
Steamships insure at lowest rates.
Freight received daily.
State Room accommodations for passengers.
WILLIAM P. CLYDE & CO., No. 12 S. WHARVES and Pier 1 N. WHARVES.
W. P. PORTER, Agent at Richmond and City Point.
T. P. CROWELL & CO., Agents at Norfolk. 6 15

FOR CHARLESTON, SOUTH CAROLINA, THE SOUTH, SOUTHWEST, AND FLORIDA PORTS.
The Steamship PROMETHEUS, Captain GRAY, will leave Pier 17, below Spruce street, on THURSDAY, February 17, at 4 P. M.
Comfortable accommodations for Passengers.
Through Passage Tickets and Bills of Lading issued in connection with the South Carolina Railroad to all points South and Southwest, and with steamers to Florida ports.
Insurance by this Line ONE-HALF PER CENT.
Goods forwarded free of commission.
Bills of Lading furnished and signed at the office.
For freight or passage, apply to E. A. SOUDER & CO., Dock Street Wharf. 2 8

FROM CHARLESTON TO FLORIDA, VIA SAVANNAH.—TRI-WEEKLY LINE. The following steamers will leave Charleston for Florida, via Savannah, three times a week, after arrival of the New York steamships and the North-eastern Railroad train:—
PILOT BOY (Inland Route), every SUNDAY MORNING at 8 o'clock.
DICTATOR, every TUESDAY EVENING at 8 o'clock.
CITY POINT, every FRIDAY EVENING at 8 o'clock.
Through tickets to be had of all Charleston and Savannah Steamship Line Agencies in New York.
J. D. AIKEN & CO., Agents at Charleston.
L. J. GUILMARTIN & CO., Agents at Savannah. 14

FOR ST. THOMAS AND BRAZIL.—UNITED STATES AND BRAZIL MAIL STEAMSHIP COMPANY. Regular Mail Steamers sailing on the 23d of every month:—
MERRIMACK, Captain Wier.
SOUTH AMERICA, Captain E. L. Tinklepaugh.
NORTH AMERICA, Captain G. B. Slocum.
These splendid steamers sail on schedule time, and call at St. Thomas, Para, Pernambuco, Bahia, and Rio de Janeiro, going and returning. For engagements of freight or passage apply to WM. R. GARRISON, Agent, No. 5 BOWLING GREEN, New York. 14

FOR NEW ORLEANS DIRECT. THE CROMWELL LINE. Steamships of the Line will leave Pier No. 9, North River, at 3 o'clock P. M. on SATURDAYS.
GEORGE WASHINGTON, Gager.
MARIPOSA, Kemble.
Freight taken for St. Louis, Mobile, and Galveston at through rates. Cabin passage, $50. For passage (first and second class) or freight apply to H. B. CROMWELL & CO., No. 86 WEST Street. 14

U. S. MAIL TO HAVANA.—ATLANTIC MAIL STEAMSHIP COMPANY, sailing regularly EVERY THURSDAY at 3 o'clock P. M., precisely, from Pier No. 4 North River.
MORO CASTLE, Captain R. Adams.
COLUMBIA, Captain S. Van Sice.
EAGLE, Captain M. R. Greene.
For freight or passage apply to S. G. WHEELER, JR., President, No. 5 BOWLING GREEN, New York. 14

NEW EXPRESS LINE TO Alexandria, Georgetown, and Washington, D. C., via Chesapeake and Delaware Canal, with connections at Alexandria from the most direct route for Lynchburg, Bristol, Knoxville, Nashville, Dalton, and the Southwest.
Steamers leave regularly every Saturday at noon from the first wharf above Market street.
Freight received daily.
WILLIAM P. CLYDE & CO., No. 14 North and South wharves.
HYDE & TYLER, Agents, at Georgetown; M. ELDRIDGE & CO., Agents at Alexandria. 6 1

NOTICE.—FOR NEW YORK, VIA Delaware and Raritan Canal, SWIFTSURE TRANSPORTATION COMPANY—DESPATCH AND SWIFTSURE LINE.
The business of these lines will be resumed on and after the 8th of March. For freight, which will be taken on accommodating terms, apply to W. M. BAIRD & CO., No. 132 South Wharves. 2 2