THE MINTH CENSUS.

THE WESTERN STATES.

The Official Returns of Ohio, Indiana, Illinois, Michigan, Wisconsin, Iowa, and Nebraska-The Progress Made by these States.

The complete official returns of the census in seven of the Western States are published, and we give below the result, compared with the past population of each State. ошю.

The revised returns of Ohio show a population of 2,663,681, an increase since 1860 of 324,179, or 18.86 per cent. The progress of the population of this State since the first enumeration has been

| as follows:- | | New Chief Fill | |
|---|--------------------|--------------------|----------------|
| Year, | Map. | Increase, | Per cent. |
| 1800 | 230,760 | 185.395 | 409 67 |
| 1820 | 581,434 937,963 | 850,674 855,460 | 61:31 61:31 |
| 1840 | 1,519,404 | 581,564 460,962 | 89.33 |
| 1860 | 2,880,502 | 859,173 824,170 | 18:14 13:86 |
| 200000000000000000000000000000000000000 | | manifeline | 12 - 121-2 |

Ohio still retains its position as the third State in the Union in population, being exceeded, as in 1860, by New York and Pennsylvania only. Illinois presses hard upon it, however, and in another decade it will lose its relative rank.

The increase of population in the two principal cities of the State is shown in the following:-1970 1980 1970

| | LOUD! | LO0974 | 1010. |
|-----------------------|-----------|-----------|-----------|
| Cincinpati | 15,435 | 161,044 | 218,900 |
| Increase | | 45,609 | 57,856 |
| Percentage | | 39:52 | 35 94 |
| Cleveland | 17,034 | 43,417 | 93,018 |
| Increase | 2.177 | 26,033 | 49,601 |
| Percentage | 2277 | 154.88 | 114 24 (|
| Cincinnati had a p | opulation | in 1830 o | f 24,831, |
| and in 1840 of 46,338 | | | |
| | | | |

INDIANA.

The returns of Indiana show a population of 1,655,675, an increase since 1860 of 805,247, or 22.60 per cent. The progress of this State in

| Year. | Pop. | Increase. | Per cent. |
|-------|-----------|-----------|-----------|
| 1600 | | 2774 | 4444 |
| 1810 | 24,520 | 19,645 | 402.97 |
| 1820, | | 122,658 | 500.24 |
| 1830 | . 343,031 | 195,858 | 133 07 |
| 1840 | 685,866 | 342,835 | 99-94 |
| 1850 | 988,416 | 302,550 | 44*11 |
| 1860 | 1,850,429 | 862,012 | 36.63 |
| 1870 | 1,655,675 | 305, 247 | 22 60 |

population above 10,000. The progress made by them is shown in the following: -

| of encin to one with the enciron | ******** | |
|----------------------------------|----------|------------|
| 1850. | 1860. | 1870. |
| Indianapolis 8091 | 18,611 | 41,603 |
| Increase | 10,520 | 22,993 |
| Percentage. | 139:02 | 123.51 |
| Evansville 3235 | 11,484 | 21,830 |
| Increase | 8 249 | 10,346 |
| Percentage | 254 99 | 90.09 |
| Fort Wayne 4282 | 10,388 | 17,756 |
| Terre Haute 4951 | 8,594 | 17,105 |
| New Albany 9895 | 12,647 | 15,205 |
| Lafayette 6129 | 9:387 | 14,312 |
| Madison, 8012 | 8,180 | 10,759 |
| Indiana ranked as the sixt | h State | in popula- |

tion in 1860, being exceeded by New York, Pennsylvania, Ohio, Illinois, and Virginia. The formation of West Virginia out of a portion of Virginia will throw four or five States ahead of it; but Missouri becomes the fifth in order, and Indiana retains its old position as the sixth.

ILLINOIS.

The complete official returns of Illinois show a population of 2.529,410, an increase since 1860 of 817,459, or 47.75 per cent. This is about 40,000 less than was first reported; but the increase since 1860 has been sufficiently large to enable Illinois to retain its rank as the fourth State in the Union in population, being exceeded now, as in 1860, by New York, Pennsylvania, and Ohio only. In 1850, it held the eleventh position. Its progress in population since the first enumeration has been as follows:-

Increase, Per cent.

| 1810 18.182 | N. S. S. S. | 4 4 4 4 |
|------------------------|---------------|---------|
| 1820 55,162 | 42.880 | 349 53 |
| 1989 157,445 | 102,283 | 185 17 |
| 1860 476,183 | 313,738 | 202:44 |
| 1850 851,470 | 375,987 | 78:81 |
| 18601,711,951 | 860,481 | 101-06 |
| 18702,529,410 | 817,459 | 47.75 |
| The wonderful progress | of Chleago is | shown |
| in the following: - | | |
| *1850, | 77880 | 1870. |
| Chicago 20,968 | 109,260 | B48,709 |
| Increase | 79,997 | 239,449 |
| Percentage | 264.65 | 219-15 |

Cook county, in which Chicago is situated, has a population of 350,236, against 144,954 in 1860, the limits of the city having since been extended so as to embrace all the thickly-populated portions of the county.

MICHIGAN.

The complete official returns of Michigan show a population of 1,183,511, an increase since 1860 of 434,398, or 57.99 per cent. The progress of the State in population since the first enumeration has been as follows: -

| Year. | Pop. | Incre | ace. | Par c | ent. |
|-----------|---------------|-------|-------|-------|------|
| 1810 | 4,762 | 14.6 | 4.4 | | |
| 1820 | 8,896 | 4.1 | B4. | . 6 | 1.81 |
| 1830 | 31,639 | 22,7 | 43 | 253 | 5.65 |
| 1840 | 212,967 | 180.6 | 28 | 67 | 0.09 |
| 7859 | | 185,3 | 87 | 8 | 7-84 |
| 1860 | | 351.4 | 59 | 8 | 8:38 |
| 18701 | ,183,511 | 434,3 | 98 | 5 | 7-99 |
| The incre | ase of 570.09 | per | cent. | shown | by |

Michigan between 1830 and 1840 has never been exceeded in any State save Wiscousin, which showed an increase of 886.88 between 1840 and 1850, and Minnesota, which showed an increase of 2760 87 per cent. between 1850 and 1860.

In 1830 Detroit had a population of only 2222. In 1840 it had increased to 9102. Since

| then it has progresse | | JWS:- | |
|-----------------------|--------|--------|---------|
| | 1850. | 1860. | 1870. |
| Detroit | 21,019 | 45,619 | 79,601 |
| Increase | 2.177 | 24,600 | \$3,952 |
| Percentage | 4444 | 117.04 | 74.49 |

WISCONSIN. The complete official returns of Wisconsin show a population of 1,051,120, an increase since 1860 of 275,289, or 35.47 per cent. By the State census, the population in 1865 was 857,511, which places the increase in the last five years at 193,609. The progress of the State in population since the first enumeration has been as follows:-

Increase. For cont.

| 1846 30,5 1850 805,391 1860 775,891 1870 1,001,120 Wisconsin contains four tions over 9000, as follows:- | 274,446 479,490 275,289 cities with | 896-83 104-06 88-47 popula- |
|--|--|---|
| Milwaukee | 1880. 40,346 95,185 125 54 6,450 6,086 6,611 | 1876. 71,464 20,918 21,95 12,771 12,975 9,174 |

IOWA. The complete official returns of Icwa show a population of 1,189,933, an increase since 1860 of 507,985, or 75 26 per cent. The population has progressed as follows since the first enume-

| nas progresses a | and the same of the same | - 6 | 14. 30.00.000 |
|------------------|--------------------------|--------------------|---------------|
| ration:- | Pop. | Increase. | Per Cen |
| 1840 | 43,1.9 192,9.4 | 149,108 | 845 8 |
| 1860 | 674,948 | 492,784 907,985 | 75-2 |

NEBRASKA. he first census of Nebraska was that taken

Population in 1860.....

Increase in ten years Percentage of increase. 305-28 Omaha, which had a population of 1885 in 1860, has a population at present of 14,147, and Nebraska City, with 1922 in 1860, has now 6083.

THE FASHIONS.

The Tollettes for the New Year-What our Belles will Wear. The New York Tribune gives the following items in regard to the fashions for the new

Costumes need no longer be en suite, but are worn in two or three well contrasting colors, as russet brown and the dull green of decaying leaves in Cashmere. These contrasting tints must harmonize always with the season, avoiding the bright coloring of summer or spring. There is a passic a for embroidery in silks, braiding, and beads. Elaborate designs are stamped upon French Cashmere, braided, and dotted with cut jet beads. Casbmere costumes are excessively decorated, not only with this braiding, but with very elegant and ornate gimp, so exquisitely manufactured as to resemble the antique fretwork of some Gothic chancel. This is especially fine, in effect, upon velvet and heavy silk. A superb black Cashmere paletot, or Polonaise made exceedingly full, was trimmed with broad, jet-dotted, gimp and white thread lace, draped in heavy folds over black silk.

Notwithstanding the admixture of colors, and different shades of one color, black is after all the favorite style. Very elegant silks are trimmed with velvet. A delicate emerald silk was ornamented with a velvet flounce of the same tint, nearly a quarter of a yard deep; these flounces must be rather scanty, either in gathers or side plaits. For evening dresses, trains of excessive length are no longer worn; the half train is much more fashionable. The court train is regarded by many with partiality, partly upon the score of economy, partly through grace. It is not necessary to have the under-skirt entirely of silk, as the back breadths, which are covered by the train, can be made of cambric. A new and pretty style for the corsage is pointed before and formed into a deep, parrow basque behind. This is particularly becoming to one who rejoices in a superabundance of flesh.

The toilettes for New Year's day are receiving unusual attention. A very elegant black silk toilette will be composed of a magficent black lace shawl, draped as a tunic, according to a late fashion of the Princess de Metternich, looped with blue ribbons, low corsage, with cape and bertha of black lace caught up with blue; this will be worn by a beautiful blonde, with jewelry of turquoise and dismonds. For young ladies nothing is preparing more charming than delicate silks of pale blue, rose pink, or more quiet gray, with over-dresses of white muslin, or the reverse; dresses of muslin, with satin and light silks in over-skirts. Heavily-brocaded silks are revived. Very good silks, of which there seems to be a superabundance, can be purchased at much lower rates than for many years. A lady writing home a few days before leaving Paris noticed \$5 silks marked in the store windows at 40 cents a yard. This accounts for the cheapness and quantity of that material. Ruffles and flounces should lap over each other, in place of being divided by trimmings placed between them, as heretofore. In tarlatan, muslin, and light soft silks the skirts can be ruffled to the waist,

bias and gathered with great fulness. Among the newest things are double tunics of different material. Basques are far more becoming to the back if opened to the waist, permitting the loops and bows forming the sash to be seen, as long sash ends are no longer worn. Little sleeveless jackets of velvet cashmere, or silk sare made to wear over thin white dresses. Opera cloaks are masses of braiding in gold and embroidery. For the graceful creations of orange blossoms and point lace are wraps of white silk lined through with snowy down. Ermine still continues an adjunct of an elegant toilette. Mink and sable are not quite so fashionable as formerly, caprice taking the lead in seal-skin jackets. Last season Astrakhan was the rage. Alaska sables are much worn and liked. Petite boas take the place of collars, are more comfortable as well as more becoming-collars giving a high-shouldered, short-necked appearance. Handsome dark mink has not decreased in value, and is preferred by many of our substantial people who are indifferent to the caprices of fashion.

Necklaces are as indispensable with the toilette as a regular set of jewelry. The last novelty is the snake or cable chain, clasping around the throat, made of the yellow gold so fashionable at present. Lockets and crosses as pendants, enamelled, or with concave centre, in which is the morogram. Large oval lockets, merely as ornamental pendants, are studded with turquoise, or with tiny flowers in diamonds. Cameos are very fashionable. Pale Roman gold in ear-rings and pin and the dark red gold are extremely artistic and unique in design. Long earrings, very nearly touching the shoulder, are equally fashionable as hoops, in which hang suspended a golden ball, either chased or studded with precious stones. Bracelets are excessively broad and heavy, the band ornamented with a cluster in turquoise, or cameo in emerald or opal. Sleeve-buttons, cut in cameo of jasper, sardonyx, or emerald, range in price from \$40 to \$500.

Yet another novelty is a superbly gilt belting or ribbon, which, like the ceinture of Venus, gives beauty and grace to even an imperfect form. The fastening is new in style, and can readily be adapted to the figure. Sashes are fast becoming obsolete. Morning wrappers are also consigned to oblivion. In their place in worn the long basque Polonaise and skint, made of the same material, trimmed with bias bands of silk or velvet; sometimes the bands are quilted; if black, quilted and stitched with silk the color of the dress. Jackets are universally worn for the house, and warmly lined for the street, to be worn

under the outside garraent. We would realthy counsel women not always to be drossed as if going to a feast. Plain waintz can command respect on certain occaaions where silken attire and jewels would excite disgust. Taste and tact, managing and concealing defects with the ready mobility of a well cultivated mind, will always create a beautiful and well-dressed woman, over whom fashion casts a halo-

"As clouds from yonder sun receive

A deep and mellow dye." For mourning, just now every degree or modification of grief combined is beautifully medified; and for those whom conventionality compels outward grief, with which the heart has nothing to do, it is consoling to know that the becoming is made decidedly a study. Fancy a charming bonnet of lavender and a spray of drooping immortelles slightly tinged with decay; strings the color of a nightingale's sigh. Such a hat requires only a modicum of grief and the least dash of tender pensiveness. Extravagance 1860, and the returns of the ecent ceasus and careless expenditure in outlay are

present the following comparisons with the the signs of the times. To quote from The population in that year:—

Lady's Mite: "A woman of the present day must have three or four hundred a year for pin money, if she be not a disgrace to her friends in gloves and bonnets, and she must ride a £300 back if she wants to escape being trampled upon by her dearest friends; and she will find herself a perfect outcast unless she has a box in a good position at one of the opera houses.'

RAILROAD LINES.

PHILABELPHIA, WILMINGTON. AND BAL-TIMORE RAILROAD.—
TIME TABLE.
COMMENCING MONDAY, NOVEMBER 21, 1870.
Trains will leave Depot, corner of Broad street

Trains will leave Depot, corner of Broad street and Washington avenue, as follows:—
Way Mail Train at 8:30 A. M. (Sundays excepted), for Haltimore, stopping at all regular stations. Connecting at Wilmington with Delaware Railroad Line, at Clayton with Smyras Branch Railroad and Maryland and Delaware Railroad, at Harrington with Junction and Breakwater Railroad, at Sasford with Junction and Breakwater Railroad, at Sasford with Junction and Breakwater Railroad, at Sasford with Junction and Breakwater Railroad. at Seaford with Dorohester and Delaware Railroad, at Delmar with Eastern Shore Railroad, and at Salisbury with Wicomico and Pocomoke Rail-

Express Train at 11-45 A. M. (Sundays excepted), for Baltimore and Washington, stopping at Wil-mington, Perryville, and Havre-de-Grace. Con-nects at Wilmington with train for New Castle. Express Train at 4 P. M. (Sundays excepted), for Battimore and Washington, stopping at Chester, Thurlow, Linweod, Claymont, Wilmington, Newport, Stanton, Newark, Eikton, North East, Charlestown, Perryville, Havre-de-Grace, Abardeen, Perryman's, Edgewood, Magnolla, Chase's and Stemmer's Run. Night Express at 11:30 P. M. (Daily), for Balti-more and Washington, stopping at Chester, Lin-wood, Claymont, Wilmington, Newark, Elkton, North East, Perryville, Havre-de-Grace, Perry-man's, and Magnolia.

man's, and Magnolia.

Passengers for Fortress Monroe and Norfolk will take the 11-35 A. M. train.

WILMINGTON TRAINS.

Stopping at all stations between Philadelphis and Wilmington.

Leave Philadelphia at 11-90 A. M., 2-30, 5-00, and 7-00 P. M. The 5-99 P. M. train connects with Pelaware Railroad for Harrington and intermediate stations.

stations.

Leave Wilmington 6.45 and 8.10 A. M., 2.00, 4.00, and 7:15 P. M. The 8:10 A. M. train will not stop between Chester and Fulladelphia. The 7:15 P. M. train from Wilmington runs Daily; all other accommodation trains Sundays excepted.

Trains leaving Wilmington at 645 A. M. and 400 P. M. will connect at Lamokin Junction with the

7.00 A. M. and 4.80 P. M. trains for Baltimore Cen-From Baltimore to Philadelphia .- Leave Baltimore 7.25 A. M., Way Maii; 9.25 A. M., Express; 2.35 P. M., Express; 7.25 P. M., Express; SUNDAY TRAIN FROM BALTIMORE.
Leaves Baltimore at 7.25 P. M., stopping at Magnolia, Perryman's, Aberdeen, Havro-de-Grace, Perryville, Charlestown, North East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Lin-

wood, and Chester. On Sundays, leave Philadelphia for West Grove and intermediate stations at 8 00 A. M.; returning, left West Grove at 3:55 P. M.
Through tickets to all points West, South, and Southwest may be procured at ticket office, No. 828 Chesnut street, under Continental Hotel, where be secured during the day. Persons purchasing tickets at this office can have baggage checked at their residence by the Union Transfer Company.

H. F. KENNEY, Superintendent.

1870. -FOR NEW YORK-THE CAMDEN ton Railroad Companies' lines from Philadelphia to New York and Way Places.

At 7 A. M., Mail and Accommodation, via Cam-den and Amboy, and at 8:30 P. M., Accommodation. vis Camden and Jersey City.
At 2 and 6 P. M., for Amboy and intermediate sta At 7 A. M. and 3:30 P. M. for Freehold and Far-

At 7 and 10 A. M., 12 M., 2, 3 30, and 5 P. M. for Trenton. FAT 7 and 10 A. M., 12 M., 2, 8:30, 6, 6, 7, and 11:30 P. M. for Bordentown, Florence, Burlington Edgewater, Beverly, Delanco, Riverside, Riverton. and Palmyra. At 7 and 10 A. M., 12 M., 5, 6, 7, and 11.30 P. M. for Fish Mouse.
The 11:30 P. M. line leaves from Market Street

Ferry (upper side).

PROM WEST PHILADELPHIA DEPOT.

At 7:30 and 9:45 A. M., 1:20, 3:10, 6:30, 6:45 and 12
P. M., New York Express Lines, and at 11:30 P. M., Line, via Jersey City. At 7:30 and 9:45 A. M., 1:20, S:10, 5:30, 6:45, and 12 P. M. for Trenton. 46 A. M. 1-20, 6-45 and 13 P. M. for Bristol. At 9.45 A. M. 1.20, 6.45 and 13 F. M. for Briston.
At 12 P. M. (night) for Morrisville, Tullytown,
Schenck's, Eddington, Cornwells, Torresdale,
Holmesburg Junction, Tacony, Wissinoming,
Bridesbury, and Frankford, A. M. 6.45 P. M. and

Sunday Lines leave at 9:45 A. M., 6 45 P. M., and

At 7:30 A. M., 2:30, 8:30, and 6 P. M. for Trenten and Bristol, and at 9:30 A. M. and 6 P. M. for At 7:30 A. M., 2:30, and 5 P. M. for Morrisville and Tullytown.
At 7 30 and 9 30 A. M., 2 36, 5, and 5 P. M. for Schenck's, Eddington, Cornwells, Torresdale, and Holmesburg Junction. At 7 A. M., 12:30, 5:15, and 7:30 P. M. for Bustleton, Holmesburg, and Holmesburg Junction.
At 7 and 9:30 A. M., 12:30, 2:30, 5:15, 6, and 7:30
P. M. for Tacony, Wissinoming, Bridesburg, and

VIA BELVIDERE DELAWARE RAILROAD. At 7:30 A. M. for Nisgara Falls, Buttalo, Dun-kirk, Elmira, Rochecter, Syracuse, Great Bend, Wilkesbarre, Schooley's Mountain, etc. At 7:30 A. M. and 3:30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc.
At 6 P. M. for Lambertville and Intermediate PROM MARKET STREST PERRY (UPPER SIDE),

VIA NEW JERSEY SOUTHERN BAILEOAD At 11 A. M. for New York, Long Branch, and intermediate places. At 6.45 A. M., 2.30 and 6.30 P. M. for Lumberton and Medford.

and Medford.
At 6 45 and 11 A.M., 8 30, 6, and 6 30 P.M. for Smith-ville, Ewansville, Vincentown, Birmingham, and Pemberten. At 646 A. M., 1 and 8.30 P. M. for Lewistown, Wrightstown, Cookstown, New Egypt, Horaerstown, Cream Ridge, Imlaystown, Sharon, and WM. H. GATZMER, Agent.

THE PHILADELPHIA AND BALTIMORE CENTRAL RAILEDAD.—CHANGE OF HOURS.
On and after MONDAY, October 3, 1870, trains will run as follows:—Leave Philadelphia from depot of P. W. & B. R. R., corner Broad street and Wash-

ington avenue:—
For Port Deposit at 7 A. M. and 4 30 P. M.
For Oxford at 7 A. M., 4 30 P. M., and 7 P. M.
For Oxford Wednesdays and Saturdays only at 2 30 P. M. Por Chied's Ford and Chester Creek Railroad at 7 A. M., 10 A. M., 200 P. M., and 7 P. M. Wednes days and Sasurdays only 2:30 P. M.
Train leaving Philadelphia at 7 A. M. connects at Port Deposit with train for Baltimore.
Trains leaving Philadelphia at 7 A. M. and 4:30 P. M. connect at Chaid's Ford sunction with the Wilmington and Reading Railroad.
Trains for Philadelphia leave Port Deposit at 925 A. M. and 4:30 F. M., og arrival of trains from Paidmore.

Carlord at 6-05 A. M., 10-35 A. M. and 5-2 P. M. Sundays at 5-35 P. M. enly.

Chadd Protein 7-35 A. M., 10-35 A. M., 65 P. M., and 6-42 P. M. Sundays 6-42 P. M. onlying apparel Passen. The allowed to take weging apparel only as baggage, and the company we not in any only as be responsible for an amount acceptance is made for hundred dollars, unless special contact is made for the same.

10-3 Genery Superintendent.

THE PHILADELPHIA AN BALTIMORE CENTRAL RAILROAD.
CHANGE OF HOURS.
On and after MONDA, October 3, 1870, trains will run as follows: will run as follows:—
Leave Philadelphia from Depot of P. W. & B. R. R.,
corner of BROAD Stret and WASHINGTON Ave-

For Port Deposit & T A. M., and 4:30 P. M.
For Port Deposit & T A. M., 4:30 P. M., and 7 P. M.
For Oxford at 7 £ M., 4:30 P. M., and 7 P. M.
For Oxford on Saturdays only, at 2:30 P. M.;
For Chadd's F. M. and Chester, Creek Railroad, at
7 A. M., 10 A. M., 4:30 P. M. and 7 P. M. Saturdays only, at 2:50 P. M.
Train leaving Philadelphia at 7 A. M., connects at
Port Deposit with train for Baltimore.
Trains leaving Philadelphia at 10 A. M. and 4:30
P. M. connect at Chadd's Ford Junction with the
Wilmington and Reading Railroad.
Trains for Fhiladelphia:—

Wilmington and Reading Railroad.

Trains for Philadelphia:—

Leave Port Deposit at 9.25 A. M. and 4.25 P. M., on arrival of trains from Baltimore.

Oxford at 6.95 and 19.25 A. M. and 5.30 P. M. Sundays at 5.30 P. M. only.

Chadd a Ford at 7.26 A. M. 11.58 A. M., 3.55 P. M., and 6.49 P. M. Sundays at 6.49 P. M. only.

HENRY WOOD, General Superintendent.

RAILROAD LINES.

DHILADELPHIA AND READING RAILROAD Depot, THIRTEENTH and CALLOWHILL Streets. Until further notice trains will Leave and Arrive as folows:-

From Reading The Sunday trains connect with similar trains the Perklomen and Colebrookdale Raliroads. For Downingtown and points on Chester Valley Railroad, take 7 30 s m., 12 30 noon, and 4 p. m. For Schwenksville and points on Per-kiomen Rail-

road, take 730 a. m. 1230 noon, and 4 p. m.
For Mt. Pleasant and points on Colebrookdale
Railroad take 730 a. m. and 400 p. m.
N. Y. EXPRESS FOR PITTSBURG AND WEST. Trains leave New York at 9:00 a. m. and 5:00 p. m., passing keading at 1.55 and 10.05 p. m., connecting at Harrisburg with Pennsylvania and Northern Central trains for Chicago, Cincinnati, Pittsburg, Baltimore, Williamsport, etc.

Sleeping cars accompany these trains through be tween Jersey City and Pittsburg without change.

Trains for New York leave Harrisburg at 3.10, 820 and 11.35 m. and 3.80 p.

8-10, and 11-45 a. m., and 2-50 p. m. Additional train leaves New York for Harrisburg at 12 o'clock noon, For particulars see Guide Books, which can be obained at No. 511 Chesnut street, and at all stations,

without charge.
Season, School, Mileage, and Commutation Tickets at reduced rates to be had of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or G. A. Scolls, General Superintendent, Reading.
STREET CARS.—The Thirteenth and Fifteenth, and Race and Vine streets, connecting with other lines, run close to the Depot.

Baggage collected and delivered by Dungan's Baggage Express.

Orders left at Depot, or at No. 225 S.

GERMANTOWN AND NORRISTOWN BRANCH. Depot. Ninth and Green.

Trains leave for Germantown at 6, 7, 8, 8%, 9.05, 10, 11, 12 A. M.; 1, 2, 2 30, 3.15, 3.45, 4.05, 4.30, 5.05, 5.45, 6, 6.30, 7, 8, 9, 10 05, 11, 12 p. m. Leave Germantown, 6, 6.55, 7.30, 8, 8.20, 9, 9%, 10, 11, 12 a. M.; 1, 2, 3, 3.50, 4, 4.45, 5, 5.50, 6, 6.30, 7, 8, 9, 16, 11 p.

The 350 and 660 decorproses

m. The 8-20 and 9-30 down trains, 2-30, 3-45, and 5-45 up trains, will not stop on the Germantown branch. On Sundays, leave at 9-15 a. m.; 2, 4-05, 7, 10-45 p. m. Leave Germantown, 8-15 a. m.; 1, 3, 6-9-45 p. m. Passengers taking the 6-55, 9 a. m., and 6-30 p. m. trains from Germantown, will make close connection with the trains for New York at Intersection Station section Station. CHESNUT HILL RAILBOAD,-Leave at 6, 8, 19, 12 a. m.; 2 30, 3 45, 5 45, 7, 9 and 11 p.m. Leave Chesnut Hill at 7 10, 8, 9 10, 11 40 a. m.; 1 40, 3 40, 5 40, 6 40, 5 40, 10 40 p. m. On Sundays, leave 9 1s a. m.; 2 and 7 p. m. Leave Chesnut Hill at 7 50 a. m.; 12 40, 5 40, 9 25 p. m.

FOR CONSHOROCKEN AND NORRISTOWN.—Leave at

6, 730, 9, 1105 a. m.; 130, 3, 4, 5, 530, 645 805, 10, 1145 p. m. Leave Norristown at 530, 625 7, 745, 1145 p. m. Leave Norristown at 5:30, 6:25, 7, 7:45, 8:50, 11 a. m.; 1:30, 3, 4:30, 6:15, 8, 9:30 p. m. On Sandays, leave at 9 a. m.; 2:30, 4, 7:30 p. m. Leave Norristown at 7 a. m.; 1, 5:30, 9 p. m. Leave Norristown at 7 a. m.; 1, 5:30, 9 p. m. FOR MANAYUNK.—Leave at 6, 7:30, 9, 11:05 a. m.; 1:30, 3, 4, 5, 5:30, 6:15, 8:05, 10, 11:45 p. m. Leave Manayunk at 6, 6:55, 7:30, 8:10, 9:20, 11:30 a. m.; 2, 8:30, 5, 6:45, 8:30, 10 p. m. On Sundays, leave at 9 a. m.; 2:30, 4, 7:30 p. m. Leave Manayunk at 7:30 a. m.; 1:30, 6:15, 9:30 p. m.

40, 6-15, 9-30 р. m. For Prymouth.—Leave at 6 a. m. and 5 р. m. Leave Plymouth at 6:20 a, m. and 2:30 p. M.

The 7:48 a. m. train : rom. Norristown will not stop at Magee's, Potts' Landing, Domino, or Schur's Lane. Passengers taking the 7:12, 9:05 a. m., and 6:30 p. m. trains from Ninth and Green streets will make close connections with the trains for New York at Intersection Station.
The 8-30 a. m., 12-30 and 5 p. m. trains from New York stop at Intersection Station.

DENNSYLVANIA CENTRAL RAILROAD.

AFTER 8 P. M., SUNDAY, JANUARY 1, 1870.
The trains of the Pennsylvania Central Railroad leave the Depet, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market ket street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within ene square of the

Sleeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Ches-nut streets, and at the Depot. Agents of the Union Transfer Company will call for and deliver baggage at the depet. Orders left at No. 901 Chesnut street, or No. 116 Market street, will receive attention.

TRAINS LEAVE DEPOT. Pittsburg Express Man Train 5.00 A M Mail Train Lock Haven and Elmira Express . 940 A Paoli Accommodation, 10 10 A.M. & 1 10 and 7 10 P Fast Line Erie Express Harrisburg Accommodation .12:40 P. N 2.30 F ancaster Accommodation . . Parkesburg Train . . . Cincinnati Express . Erie Mail and Buffalo Express . . 8.00 P. Pacific Express
Paoli Accommodation. No. 4
Erio Mail leaves daily, running on Saturday night to Williamsport only. On Sun lay night passengers will leave Philadelphia at 10-10 P. M. Cincinnati and Pacific Express leaves daily, All other trains daily except Sunday.

The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procured and baggage delivered by 5 P. M. at No. 116

Market street.
Sunday Train No. 1 leaves Philadelphis at 8'46
A. M.; airives at Paoli at 9'46 A. M. Sunday
Train No. 2 leaves Philadelphia at 8'40 P. M.; arrives at Paoli at 7'40 P. M.
Sunday Train No. 1 leaves Faoli at 6'50 A. M.;
Arrives at Philadelphia ab 8'16 A. M., rives at
Philadelphia at 6'20.
Cincinnati Express
TRAINS ARRIVE AT DECT.
Cincinnati Express
Philadelphia Express
Too A. M.
Philadelphia Express
Free Mail Market street.

Erie Mail Paoli Accommodatin, 240 A. M. & 3:50 & 6:40 P. Parkesburg Train
Fast Line and Raffals Express . 9 50 A. M.
Laneaster Train . 12 20 P. M. Erie Express Lock Bayen and Editors Express Passino Express . Southern Express . 3-2; P. M. 5-46 P. M. 9-40 P. M. Harrisbarg Accommodation Pacil Accommodation, No. 4 . 10 50 P. M.

For further information apply to
JOHN F. VANLEER, Jr., Ticket Agent,
No. 991 CHESNUT Street,
FRANCIS FUNK, Ticket Agent,
No. 116 MARKET Street,
SAMUEL H. WALLACE,
Ticket Agent at the Dent

The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their restonsibility to One Hundred Downs in value. All Baggage exceeding that amount in value will be at the risk of the owner unless taken by special contract.

A. J. CASSATT,
General Superintendent, Altoona, Pa.

W EST CHESTER AND PHILADELPHIA RAIL-ON AND AFTER MONDAY, October 17, 1879. Trains will leave and arrive at the Depot, THIRTY.
FIRST and CHESNUT Streets, as follows:—
FROM PHILADELPHIA

FROM PHILADELPHIA
For West Chester at 745 and 11:20 A. M, 2:30,
its, and 11:30 P. M. Stops at all stations.
For West Chester at 4:40 P. M. This train stops
only at stations between Media and West Chester (Greenwood excepted). For B. C. Junction at 4.10 P. M. Stops at all sta-FOR PHILADELPHIA

From West Chester at 6:30 and 10:45 A. M. 1:55, 455 and 6:55 P. M. Stops at all stations.

From West Chester at 7:55 A. M. This train stops only at stations between West Chester and Media From B. C. Junction at 8-40 A. M. Stops at all ON SUNDAY-Leave Philadelphia at 8:30 A. M. and 2 P. M. Leave West Chester at 7:55 A. M. and 4 P. M. W. C. WHERLED

WEST JERSEY BAILBOADS, TALL AND WINTER ARRANGEMENT. COMMENCING MONDAY, SEPTEMBER 19, 1870. COMMENCING MONDAY, SEPTEMBER 19, 1870, Trails will leave Philadelphia as follows:—From foot of Market street (upper forry), 8-15 £, M., Passenger for Bridgeton, Salem, Swedesbro, Vineland, Milliville, and way stations. 11 45 A M., Woodbury Accommodation. 2-16 P. h., Passenger for Cape May, Milliville, and way stations below Classboro.
8-20 P. 4., Passenger for Bridgeton, Salem, Swedesbort and way stations.
5-20 P. M., Accommodation for Woodbury, Glassboro, Clayton and intermediate stations.

oro, Clayton and intermediate stations.
Freight Tran leaves Camden daily, at 12 M.
WILLIAM J. SEWELL, Superintendent.

RAILROAD LINES.

THE SHORT MIDDLE ROUTE TO THE LEHIGH AND WYOMING VALLEYS, NORTH EEN PENNSYLVANIA, SOUTHERN AND INTIRIOR NEW YORK, BUFFALO, CORVY ROCHESTER, THE GREAT LAKES, AND THE DOMINION OF CANADA.

WINTER ARRANGEMENT.

Takes effect December 19, 1870.

Fifteen Daily Trains leave Passenger Depot, corner of Berks and American streets (Sundays excepted), as follows:—

excepted), as follows:—
7:00 A. M. (Accommodation) for Fort Washing-

At 7-35 A.M. (Express), for Hethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Williamsport, Mahaney City, Hazleton, Pittston, Towanda, Wayerley Elmira, and in connection with the ERIE BALLWAY for Euffalo, Niagara Falls, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West

8 25 A. M. (Accommodation) for Doylestown, 9 45 A. M. (Accommodation) for Doylestown, 19 45 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Williamsport, Mahanoy City, Wilkesparre, Pittston, Scranton, Hackettstown, Schooley's Mountain, and N. J. Central and Morris and Esseg Rathroads. HA. M. (Accommodation) for Fort Washington

1.16 and 5.20 and 8 15 P. M., for Abington. 1.45 P. M. (Express) for Bethichem, Easton, Al-140 P. M. (Express) for Bethlohem, Easton, Altentown, Mauch Chunk, Mahanoy City, Wilkesbarre, Pittston, and Hazieton.
230 P. M. (Accommodation) for Doylestown.
At 320 P. M. (Bethlehem Accommodation) for Bethlehem, Easton, Allentown, and Coplay.
4-15 P. M. (Mail) for Doylestown.
5-00 P. M. for Bethlehem, Easton, Allentown, and Newb Chunk

and Mauch Chunk, 6 20 P. M. (Accommodation) for Lansdale 11:30 P. M. (Accommodation) for Fort Washing-

The Fifth and Sixth streets, Second and Third streets, and Union Lines Oity Cars run to the Depot. TRAINS ARRIVE IN PHILADELPHIA FROM Bethlehem at 8 55, and 10.35 A. M.; 2.15, 5.05, and

25 P. M. Doylestown at 8:25 A. M., 4:40 and 6:35 P. M. Lansdale at 7:30 A. M. Fort Washington at 8:20 and 11:20 A. M., 3:10 P.M. Abington at 285, 6 55, and 9 35 P. M. ON SUNDAYS.

Philadelphia for Bethlehem at 9 30 A. M. Philadelphia for Doylestown at 2 00 P. M. Doylestown for Philadelphia at 7 A. M. Bethlehem for Philadelphia at 4:00 P. M. Tickets sold and baggage checked through to principal points at Mann's North Penusylvania Baggage Express Office, No. 105 S. Fifth street, Dec. 19, 1870. Elilis Clark, Agent.

NEW JERSEY SOUTHERN RAILROAD LINE. NEW ROUTE
BETWEEN NEW YORK AND PHILADELPHIA
VIA LONG BRANCH.
An ACCOMMODATION TRAIN in the morning

AN EXPRESS TRAIN in the Afternoon from each end of the route,
THE EXPRESS TRAIN
will be furnished with
SPLENDID PALACE CARS,

NO CHANGE OF CARS,
NO CHANGE OF CARS,
BETWEEN PHILADELPHIA AND SANDY HOOR,
ASK FOR TICKETS VIA PEMBERTON AND
LONG BRANCH.
ON AND AFTER MONDAY, July 4, 1870, trains will run as follows:-- LEAVE NEW YORK,

from Pier No. 28 NORTH River, foot of Murray street, at 6:45 A. M Accommodation and 4:30 P. M. Express.

LEAVE PHILADELPHIA,
from foot of WALNUT Street, at 7:00 A. M. Accommodation and 3:20 P. M. Express.
The NARRAGANSETTT STEAMSHIP COMPANY'S

Magnificent Steamers "Plymouth Rock" and "Jesse Hoyt" have been fitted up expressly for this business, the former with unequalled accommodations, and will make the connection between New York and Sandy

Hook.
Passengers by this route can be served with BREAKFAST or DINNER on the EUROPEAN PLAN in a style unsurpassed by any Helel in America. Fare between Philadelphia and New York...... \$3.00 "Long Branch.... 2.50 "Long Branch.... 2.50 For particulars as to connections for TOM'S RIVER, RED BANK, and all way stations, see the "Traveller's" and "Appleton's Guides."
6 27 C. L. KIMBALL, Superintendent PHILADELPHIA AND ERIE RAILROAD.
WINTER TIME TABLE.
On and after December 4, 1870, the trains on the Philadelphis and Eric Railroad will run as follows from Pennsylvania Railroad Depot, West Philadelphis

MAIL TRAIN leaves Philadelphia · 9 40 P. M 7 25 A. M. Williamsport -ERIE EXPRESS leaves Philadelphia 12 29 A. M. Williamsport - 8-50 P. M. s et Erie - 7-40 A. M. ELMIKA MAIL leaves Philacolphia - 9:39 A. M.

Williamsport 6:35 P. M.

arrives at Lock Haven 7:50 P. M.

ERIE EXPRESS leaves Erie - 25 A. 6 30 P. arrives at Philadelph 8 15 A. ELMIRA MAIL leaves Lock Have 8 15 A. M.

William Fort 9 25 A. M.

William Fort 9 25 A. M.

arrives at Phase lephia 5 30 P. M.

BUFFALO EXP. leaves Warmspert 12 85 A. M.

BUFFALO EXP. leaves Warmspert 12 85 A. M.

arrives at Philadelphia 9 40 A. M.

Express, Mail, and commodation, east and west, connect at Corry and all west bound trains and Mail and Accommodation east at Irvineton with Oil Creek and Allegheny River Reliroad.

WM. A. BALDWIN,

WM. A. BALDWIN, General Superintendent.

LUMBER. SPRUCE JOIST. 1871 HEMLOCK. 1871

1 SEASONED CLEAR PINE. 1 SEASONED CLEAR PINE. CHOICE PATTERN PINE. SPANISH CEDAR, FOR PATTERNS. RED CEDAR. FLORIDA FLOORING, FLORIDA FLOORING, CAROLINA FLOORING, VIRGINIA FLOORING. ASH FLOORING. WALNUT FLOORING. FLORIDA STEP BOARDS.

RAIL PLANK. 1871 WALNUT BOARDS AND PLANK. 1871 WALNUT BOARDS, WALNUT BOARDS, WALNUT PLANK.

UNDERTAKERS' LUMBER. 1871 WALNUT AND PINE. SEASONED POPLAR. 1871 SEAS ONED CHERRY.

WHITE OAK PLANK AND BOARDS, HICKORY. CIGAR BOX MAKERS' CIGAR BOX MAKERS' SPANISH CEDAR BOX BOARDS, FOR SALE LOW. 1871 1871

CAROLINA SCANTLING. CAROLINA H. T. SILLS, NORWAY SCANTLING. 1871 187 CEDAR SHINGLES, 1871 MAULE, BROTHER & CO., No. 2500 SOUTH Street. OMMON PLANK, ALL THICKNESSES.—
1 COMMON BOARDS.

1 COMMON BOARDS.
1 and 2 SIDE FENCE BOARDS.
WHITE PINE FLOORING BOARDS.
YELLOW AND SAP PINE FLOORINGS, 114 and
4% SPRUCE JOIST, ALL SIZES.
HEMLOCK JOIST, ALL SIZES.
PLASTERING LATH A SPECIALTY, regather with a agneral assortment of Building

Home ar for sale low for cash. T. W. SMALTZ, 11.00 cm No. 1715 kings Avenue, north of Poplar St. GROOERIES, ETG. C HRIST MAS GROCKRIES.

C Full assorting CURRANTS, GRAPES, NUTS,

PRESERVES. WINES, COPDIALS, CHAMPAGNES, FOREIGN AND DOMESTIC CHEESE, CIGARS, ALBERT C. ROBERTS.

AUD TION SALES.

M THOMAS & SONS, AUCTIONEERS, NOS.

Sale at the Auction Rooms.

BUPERJOR HOUSEHOLD FURNITURE, PIANO,
Mirrors, Fire-proof Safes, Office Furniture, Belding, China, Glassware, Stoves, Fine Carpets,
Etc. Etc.

On Thursday Morning, Jan. 5, at 9 o'clock, about 500 lots superior Household Furniture, comprising a general assortment.

Also, large jewellers fire-proof safe, made by Mar-Also, 2 superior fire-proof safes, made by

Bank street. Successors to John B. Myers & Co.

SPECIAL AND PEREMPTORY SALE OF 1435
CASES METALLIC OVERSHOES: ALSO, THE
STOCK OF A RETAILER, AND A GENERAL
ASSORTMENT OF BOOTS, SHOES, ETC.
On Tuesday Morning,
January 16, at 10 o'clock, on four months' credit,
comprising—

comprising—
406 cases women's F overs, regularly assorted. 306 cases women's M overs, regularly assorted. 10 cases women's M initiation, regularly assorted. 16s cases women's M gossamer, regularly assorted. 64 cases women's M overs, packed solid 364 cases men's M overs, regularly assorted.

36 cases men's M overs, packed soild.
51 cases misses overs, 10:2.
N. B.—The above will be sold in large jots and

choice line of custom-made goods.
ALSO, a line of men's, women's, and children's wear, of the

Sale on Thursday Morning.

Also, a full line of sleigh and carriage robes, laps

Further particulars in future advertisements.

MARTIN BROTHERS, AUCTIONEERS, -No. 704 Chesnut street.

Bor particulars see "Public Ledger."
N. B.—A superior class of furniture at private sale CITY BAZAAR AND TATTERSALL'S.

Gentlemen's private establishments disposed of at public or private sale to the best advantage, and a general assortment of Horses, Carriages, Harness, Etc., to suit the need of all classes of pur-

Carriages taken on Storage.
Superfor Stabling for Horses on sale or at avery.
Outside Sales solicited and promptly attended to.
Liberal advances made on Horses, Carlages, and
Harness.
DOYLE MICHOLS,
Auctioneers. Harness.

travelling in the South; every-New Circus, lately travelling in the Sout thing necessary or a first-class circus:— 42 first-class Horses, 8 first-class Ring Horses, Burst-class trained Pad Horses,

2 Trick 2 dules, the best in the business.
2 Trick 2 dules, the best in the business.
12 Platsum Spring Wagous, nearly new.
Platet Wagou; Performers' Wagou, nearly new.
12 and Wagon, Concord built, nearly new; cost Advertising Wagon, Pole Wagon, Poles, Seats, and everything required for canvas, 25 sets Double Harness, almost new.

20 Bridles and Saddles almost new. A complete outfit of Entree Dresses, for ladies, men, and horses; Pads for horses, etc.; Instru-

All the above property will be sold to the highest bidder for cash. T. E. LEE, Sheriff Wake county, N. C. N. B.—Nine experienced drivers and hosti-te employed on reasonable terms. 122 12 20tJ 30

M R S. R. DILLON, NOS. 323 AND 331 SOUTH STREET. FANCY AND MOURNING MILLINERY, CRAPE

Ladies' and Misses' Crape, Felt, Gimp, Hair, Satin, Silk, Straw and Velvets, Hats and Bonnets, French

CAL AND THEORETICAL ENGINEERS, MA-CHINISTS, BOILER-MAKERS, BLACKSMITHS, and FOUNDERS, having for many years been in successful operation, and been exclusively engaged in building and repairing Marine and River Engines, high and low pressure, Iron Boilers, Water Tanks, Propellers, etc. etc., respectfully offer their services to the public as being fully prepared to contract for engines of all sizess, Marine, River, and Stationary; having sets of patterns of different sizes, are pre-pared to execute orders with suick-despatch. Every pared to execute orders with quick-despatch. Every description of pattern-making made at the shortest notice. High and Low Pressure Fine Tubular and

the establishment free of charge, and work gua ranteed. The subscribers have ample wharf dock-toom for

GIRARD TUBE WORKS AND IRON CO.

PHILADELPHIA, PA., Manufacture Plain and Galvanized WROUGHT-IRON PIPE WROUGHT-IRON PIPE
and Sundries for Gas and, Steam Fitters, Plumbers,
Machinists, Railing Makers, Oil Refiners, etc.,
WORKS,
TWENTY-THIRD AND FILBERT STREETS,
OFFICE AND WAREHOUSE,
S1 No. 42 N. FIFTH STREET.

Corn Exchange Bag Manufactory. JOHN T. BAILEY, N. E. Cor. WATER and MARKET Sta. ROPE AND TWINE, BAGS and BAGGING, for

Large and small GUNNY BAGS constantly hand. Also, WOOL SACKS.

strictly without reserve.

ALSO,
the entire stock of a retail dealer, comprising a

MAGILL, FARREL & CO.
AUCTIONERRS,
No. 318 MARKST Street.

January 5, 1871, commencing at 10 o'clock, by catalogue, of MADE-UP FURS, consisting of Ladies', misses, and children's muits, capes, boas, and collars of every description.

PEREMPTORY SALE BY AUCTION OF THE ENTIRE FURNISHMENT OF THE HOTEL KNOWN AS THE WASHINGTON HOUSE, NOS. 709 AND 711 CHESNUT STREET, BY CATALOGUE.

January 10, 1871, commencing at 9 o'clock, Ig-cluding—Parlor, chamber, dining, sitting, and bar-room furniture; mirrors, oil paintings; gas fixtures,

THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1110 Ches-NUT Street; rear entrance No. 1107 Sansom street,

MONCERT HALL AUCTION ROOMS, No. 1916 CHESNUT Street.
T. A. McCLELLAND, AUCTIONEER.
T. A. McCLELLAND, Siven to sales of household Personal attention given to sales of household forniture at dwellings.

Public sales of furniture at the Auction Rooms.

No. 1219 Chesnut street, every Monday and Thurs-

CITY BAZAAR AND TATTERSALLS,
No. 1126 RACE Street.
Regular Auction Sale of Horses, Wagons, Harness, Etc., every Taursday, commencing at 10 o'clock A. M. No postponement on account of the

chasers, constantly on hand.

C IRCUS AT AUCTION.— Great sale of Circus property at Raleigh, N. C., on MONDAY, January 20, 1871, consisting of the entire Stock and Figures of Dr. James L. Thayer's

ments for brass band, and other articles too nume-

MILLINERY.

VEILS. Flowers, Hat and Bonnet Frames, Capes, Laces, Silks, Satins, Velvets, Ribbons, Sashes, Ornaments

and all kinds of Millinery Goods. ENGINES, MACHINERY, ETO.

PENN STEAM ENGINE AND BOILER WORKS.—NEAFIE & LEVY, PRACTI-CAL AND THEORETICAL ENGINEERS, MACHINISTS, BOILER-MAKERS, BLACKSMITHS, Cylinder Boilers of the best Pennsylvania Charcoal Iron. Forgings of all size and kinds. Iron and Brass Castings of all descriptions. Roll Turning, acrew Cutting, and all other work connected with the above business.

Drawings and specifications for all work done the establishment free of charge, and work gone

The subscribers have ample wharf dock-foom for repairs of boats, where they can lie in perfect safety, and are provided with shears, blocks, falls, etc. etc., for raising heavy or light weights.

JACOB C. NEAFIE,
JOHN P. LEVY,

BEACH and PALMER Streets.

Grain, Flour, Salt, Super-Phosphate of Lime, Bon-

M'MAHON. PASTON & MCMAHON, SHIPPING AND COMMISSION MERCHANTS, No. 2 COENTIES SLIP, New York, No. 18 SOUTH WHARVES, Philadelphia, No. 45 W. PRATT STREET, Baltimore.

We are prepared to ship every description of Freight to Philadelphia, New York, Wilmington, and Intermediate points with promptness and despatch, Canal Boats and Steam-tugs furnished at the shortest Corner ELEVENTH and VINA Sta.