

THE YELLOWSTONE REGION.

THE COUNTRY TRAVELLED BY THE NORTHERN PACIFIC RAILROAD-A BLOOMING WILDERNESS TO BE OPENED UP TO CIVILIZATION-THE SCENERY ALONG THE YELLOWSTONE RIVER-THE CLIMATE-THE FERTILITY OF THE COUNTRY, ETC., ETC.

We are permitted to make the following extracts from the private letters of a young Philadelphian who visited the Territory of Montana in 1866, and, in company with a party of some two hundred miners, descended the Yellowstone river with a fleet of Mackinac boats, a few miles from its source (Yellowstone Lake) to its mouth, where it empties into the Missouri river near Fort Union, the entire distance with its windings being roughly estimated at one thousand miles.

The scenery along the Yellowstone country is grand and beautiful. Nature, here, is in all its primeval glory and magnificence, just as the hand of the Almighty created it. All the readings of wild life in the West that I have spent many pleasant hours here, were here to the fullest extent realized. After leaving Bozeman City (fifteen miles from the mouth) on the second day we entered the Great Canon of the Yellowstone, and beheld one of Nature's masterpieces. How Bierstadt, the great artist, would have loved to gaze upon this magnificent scene, which my poor brain and pen can do so little towards describing its sublimities!

On the right rose a solid wall of mountain nine hundred feet in height, while to the left, and across the beautiful valley some five hundred feet wide, where the tall wild grass was growing most luxuriantly six and seven feet high, and grove after grove of fine, large cottonwood trees were scattered here and there in clumps-projected immense, heavy, detached boulders of yellow rock, that seemed waiting to fall, like an avalanche, almost at any moment, into the little valley below.

A few days before we reached the Missouri river we passed through a portion of what the French Canadian trappers called the "Mauvais Terres," or in plain English "Bad Lands." Here the scenery was very curious and fantastic. The whole country looked like it had been calined by some terrible volcano-everything seemed to have been burned to a white cinder, and vegetation was very scanty indeed.

From this point on the river until we reached Fort Union, near to its mouth, which empties into the Missouri, we saw large strata of coal quite frequently: the veins looked very thick and broad. I have no doubt it was excellent bituminous coal, which some of these days, when this beautiful portion of the United States is built up, may be mined profitably.

With the exception of about a day's travel through these "Mauvais Terres," the entire trip was through a country filled with as wild and wonderful scenery as the most ardent lover of Nature could have wished for. The climate of Montana is most delightful. Frequently, when we shot more wild game than we needed we cut it up in long, thin strips and strung it on a long string around our boat: before night it was almost completely cured-thus we had excellent meat for days ahead-it don't spoil in this country. I have noticed wild oats and barley growing sixteen feet high with the greatest luxuriance in the many valleys of this splendid territory-finer country can nowhere be found for grazing any stock.

The trout fishing in the world can hardly be found. All that is necessary to get a nice mess for your breakfast is to take a short stroll along the little valley of this grand canon, and in a very short time you can catch enough grasshoppers among the wild grasses to last you all day long. The catching is so easy that any one who could take a rod and indifferently on scenery like what I beheld in this very "fastness of Nature," must indeed be a stranger to those finer and better sensibilities that ennoble every human being whom God has created.

The finest trout fishing in the world can hardly be found. All that is necessary to get a nice mess for your breakfast is to take a short stroll along the little valley of this grand canon, and in a very short time you can catch enough grasshoppers among the wild grasses to last you all day long.

Our party consisting of near two hundred men, mostly miners from Virginia and Pennsylvania, have the credit of being the second expedition that ever came down this river, which is roughly estimated at one thousand miles. Not a vestige of civilization did we encounter along its entire course, with the exception of one or two solitary huts near an emigrant trail, which had been hastily put up by the "Tenderfoot" in crossing their wagons over some of the rough mountain streams that empty into the river. I have crossed myself nearly all the tributaries that flow into the Yellowstone while on the plains last summer, and many a time we were compelled to jump in the river, and swim across with our rifles and ponies, which was often attended with great danger to our lives.

I should have mentioned before this, that in passing Buffalo rapids on this river we saw an immense encampment of the Crow Indians. Their wicki-up or tipis were scattered along the rocky shore for a long way, and we estimated there must have been fully five thousand Indians. They are considered friendly to whites in Montana. Their salutations of "How! how!" which they shouted out to us from the shore, and some even rode their ponies into the river, and their bows could not induce us to land our boats, which were then several hundred miles from the canon and right in the heart of the Indian region, and we kept constantly on the alert against any surprise or treachery.

The scenery along the route of the Yellowstone is glorious. The heavy forests are in their very primeval growth on both sides of the river, and so wild that frequently when we landed our boats to hunt we were obliged to use small hand-axes to clear our way through the thick brush and wild grape-vines that abounded in the greatest profusion, along, also, with the spreading bushes of the red buffalo berries, of which we ate large quantities.

For nearly four hundred miles this river seems to run down hill, and many an exciting hour have we passed in running the many dangerous rapids which are so numerous on the Yellowstone. Some of these rapids are so

small that I have seen our rough, hardy miners stand with firm, compressed lips and pale faces, watching every motion of our boat as with lightning speed we shot down over these watery chasms, and then, with the exclamation, "Thank God, boys, we have passed that one safely," our boats so filled with water that we bailed out for dear life.

The Yellowstone is walled in for many miles with yellow rocks of huge proportions that overhang in many places this river, and I was informed by an old miner that its name was derived from this fact.

This region is the very home of wild game. I have seen swimming the river, and along the forests that with horns or antlers five and six feet, in some cases, then there were buffalo, black tail deer, black bears, antelope, mountain sheep, coyote and gray wolves whose melancholy howling at night around our camp I have a vivid recollection of to the present day. It was often a very comical sight to see perched up away off upon some rocky crag an old mountain goat, with his-wise-looking beard, benignly gazing upon our fleet as we passed down the river. Upon our crag-rifts, that try their skill upon, so, staidly the boat, one of our men would quietly rise up and, firmly bracing himself, bring his favorite old "St. Louis Hawkins" to his shoulder, draw the finest kind of a bear's eye, and then touch the hair trigger, a sharp, quick report like the crack of a whip, and then down came the old goat tumbling from ledge to ledge until finally it rolled down the shelving beach to our boat where we had pulled in.

Occasionally we would come to open country along this river, and then we got a full view of the beautiful valley of the Yellowstone. It seemed so enticing that some of our men said they would be almost willing to stop and go no further, but settle down, build a ranch, and go to grazing.

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I saw many claims where extensive excavations had been made, but were abandoned on account of the want of machinery, and the cost and trouble of bringing it there. The owners of many of these valuable claims are only like "Miaowber," waiting for something to turn up," when they will go to work again earnestly. If ever the shrill whistle of a locomotive is heard in these mountains, what an Eldorado this place will be!

I also saw several specimens of tin blossom, something that I believe has never yet been discovered in this country, with the exception of the State of Missouri, where I have heard it has also been traced. The United States Government, I have been told, offers a large bounty to the discoverer of a tin mine. There is plenty of gold in this Territory. The great difficulty is the means to work it. It takes a whole season sometimes to get the heavy boilers, etc., up and down these steep hills of Montana on a pair of old truck wheels drawn by oxen-slow, hard work, I can assure you. Along the Yellowstone country all the numerous mountain streams that empty into this river, commencing with Powder river, Tongue, Big Horn, Pryor, Clark, and Rocky Forks, our boys would frequently try their luck at panning out, and we always found little pieces of gold in our frying-pans after "cleaning up."

There was one sweet spot in this Territory we passed just before reaching "Virginia City," which let me give you a picture of. At the crossing of the "Madison River Ford" (which, with the Gallatin and Jefferson are the sources of the Missouri and are called its three forks), I was delighted with the exquisite beauty of the scenery around us. Imagine a broad, smooth stream of water, about one hundred yards wide, coming through the canon of two high mountains that loomed up like two giant sentinels over the peace and security of this lonely place, covered with a thick coating of little cedar trees; while below, in a small basin-like valley in the shape of a horse-shoe, with the smoke coming out in the clear blue air, was a snug log cabin, inhabited by an old mountaineer ferryman, who crossed the teams in his rough cottonwood boat for the price of two bits (fifty cents, gold dust), and you have before you only one of the very many interesting sights to be seen in the noble Territory of Montana.

SPECIAL NOTICES.

NOTICE - CAMDEN AND PHILADELPHIA STEAMBOAT FERRY COMPANY. An election for the Board of Directors of the Company, for the term ending on Friday, the 8th of March, 1871, between the hours of 12 and 2 o'clock, P. M., at the office of W. H. GATZMER, Secretary, 7th and Chestnut Sts., Philadelphia, Pa. The stockholders of the "Excelsior Press Printing and Publishing Company," will be held at their office, No. 329 Walnut Street, Philadelphia, on Monday, March 13 (second Monday), 1871, at 12 o'clock noon. W. D. COMEGYS, Secretary.

THE REGISTER OF UNPAID TAXES FOR 1870 AND PRIOR YEARS having been completed, notice is hereby given that the books are NOW OPEN for the payment of said TAXES. No. 11 STATE HOUSE ROW. Under the provisions of the ACT OF ASSEMBLY OF MARCH 22, 1870, proceedings will IMMEDIATELY be commenced for the COLLECTION OF SAID TAX, either out of the PERSONAL PROPERTY OR REAL ESTATE. Parties desiring to pay in the office, and escape further trouble and annoyance, can do so by calling between 9 A. M. and 3 P. M. daily. JOHN L. HILL, Collector of Delinquent Taxes, No. 11 STATE HOUSE ROW, (Second Story).

POSTPONEMENT OF THE NEXT STATE CONVENTION. The following resolutions were passed yesterday by the State Central Committee: HEADQUARTERS REPUBLICAN STATE CENTRAL COMMITTEE, PHILADELPHIA, FEB. 24, 1871.

Resolved, That the time for the meeting of the Republican State Convention be and the same is hereby postponed until WEDNESDAY, the 17th day of May next, and that the delegates who may be elected thereto be and they are hereby requested to assemble at the Hall of the House of Representatives, Harrisburg, at 12 o'clock noon on said day. Resolved, That John H. Dickinson, Esq., of Philadelphia, be appointed chairman of the State Central Committee, in place of the Hon. John Covode, deceased.

Resolved, That the Republican State Central Committee heartily endorses the action of the Republican members of the Legislature in supporting the bill providing for the call of a convention to revise and amend the Constitution of the State. Resolved, by the Republican State Central Committee, that we endorse the action of the Philadelphia members of the committee in opposing the passage of bills to govern the city of Philadelphia by commissioners to be named by the Legislature.

MAHLON H. DICKINSON, Chairman.

REDEMPTION OF CIVIL BONDS OF 1869. STATE OF CALIFORNIA, TREASURY DEPARTMENT, SACRAMENTO, FEBRUARY 1, 1871.

Whereas, There is on this day in the State Treasury the sum of twenty-eight thousand (\$28,000) dollars, which, under the provisions of an act of the Legislature of said State, entitled "An act to provide for the paying certain equitable claims against the State of California, and to contract a funded debt for that purpose," approved April 30, 1869, is set apart for the redemption of Civil Bonds of said State, issued under the provisions of said act, notice is hereby given that

SEALED PROPOSALS for the surrender of said Bonds will be received at this Department for the amount above specified until the 10th DAY OF APRIL, 1871, at 11 o'clock A. M. No bid will be entertained at more than par value, and a responsible guarantee must accompany each proposal, which must be indorsed "Sealed Proposals for the surrender of Civil Bonds of 1869."

Said bonds will be redeemed and interest paid in gold and silver coin of the United States, and must be surrendered within ten days after the acceptance of the proposal for their redemption. A. F. CORONEL, State Treasurer.

REDEMPTION OF STATE BONDS. STATE OF CALIFORNIA, TREASURY DEPARTMENT, SACRAMENTO, FEB. 1, 1871.

Whereas, there is on this day in the State Treasury the sum of two hundred and fifty thousand (\$250,000) dollars, which, under the provisions of an act of the Legislature of said State, entitled "An act to provide for paying certain equitable claims against the State of California, and to contract a funded debt for that purpose," approved April 30, 1867, and also under the provisions of an act amendatory of said act, approved April 27, 1869, is set apart for the redemption of Civil Bonds of said State, issued under the provisions of said first mentioned act, notice is hereby given that

SPECIAL NOTICES.

ACADEMY OF MUSIC. THE STAR COURSE OF LECTURES. DANIEL DOUGHERTY, ESQ., on Monday Evening, March 13. Subject: "HISTORY."

JOSEPH BILLINGS, March 16. Subject: "NATURAL HISTORY." A. Miner Gristwood ("The Fat Contributor"), March 20. General History. March 23. Cady Stanton, March 27. The Mendocino Quintette (Club of Boston, March 30).

OFFICE OF THE PHILADELPHIA GERMAN TOWN AND NORRISTOWN RAILROAD COMPANY. The Board of Managers have declared a dividend of THREE PER CENT. on the Capital Stock, payable, clear of tax, at the Office of this Company, No. 12 Philadelphia Exchange, on and after the 15th of March next. The transfer books will be closed on the 20th inst., and remain closed until the 14th of March. A. E. DOUGHERTY, Treasurer.

THE UNION FIRE EXTINGUISHER COMPANY OF PHILADELPHIA. Manufacture and sell the Improved, Portable Fire Extinguisher. Always Reliable. D. T. GAGE, 630 ft. No. 115 MARKET St., General Agent.

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THE ANNUAL MEETING OF THE STOCKHOLDERS OF THE "EXCELSIOR PRESS PRINTING AND PUBLISHING COMPANY," will be held at their office, No. 329 Walnut Street, Philadelphia, on Monday, March 13 (second Monday), 1871, at 12 o'clock noon. W. D. COMEGYS, Secretary.

BATCHELOR'S HAIR DYE - THIS SPLENDID Hair Dye is the best in the world, the only true and perfect Dye. Harmless - Reliable - Instantaneous - No disappointment - No itching - No "Does not last" - Leads you to a Vitality - Improves the Hair and System - Invigorates the Hair and leaves it soft and beautiful - Black or Brown. Sold by all Druggists and Dealers. Applied at the Factory, No. 16 BOND STREET, New York. (47 mt wt) W. M. C. CROWELL, Secretary.

THE PENNSYLVANIA FIRE INSURANCE COMPANY. The Directors have this day declared a dividend of SEVEN DOLLARS AND FIFTY CENTS per Share on the Stock of the Company for the last six months, which will be paid to the Stockholders or their representatives before the 16th inst. at 10 1/2 o'clock. W. M. C. CROWELL, Secretary.

INSTEAD OF USING COMMON TOILET Soap at this season of the year, use "Wright's Alkaline Glycerine Toilet Soap." It softens the skin, prevents redness and chapping by cold, and beautifies the complexion. For sale by Druggists generally. R. & G. A. WRIGHT, 146 N. 2ND ST., PHILAD.

JOHN'S KID GLOVE CLEANER restores soiled gloves to new. For sale by all druggists and fancy goods dealers. Price 25 cents per bottle. 118 mt wt.

DR. F. R. THOMAS, No. 91 WALNUT ST., former operator at the Con. Dent. Rooms, devotes his entire practice to extracting teeth with out pain, with fresh nitrous oxide gas. 117 ft.

DISPENSARY FOR SKIN DISEASES, No. 216 S. ELEVENTH STREET. Treatments gratuitously at this institution daily at 11 o'clock. 114

CITY ORDINANCES.

RESOLUTION To Lay Water Pipe on Dakota and other streets. Resolved, by the Select and Common Councils of the City of Philadelphia, That the Chief Engineer of the Water Department be and is hereby authorized to lay water pipe on the following streets to-wit:- Dakota street, from Ninth to Tenth street; Fifteenth street, from Monument Cemetery to Susquehanna avenue; Sixteenth street, from Norris street to Susquehanna avenue; Seventeenth street, from Columbia avenue to Lamb Tavern road; Dickerson street, from Passunk Road to Tenth street; Nineteenth street, from Washington avenue to Ellsworth street; Ellsworth street, from Nineteenth to Twentieth street; Alter street, from Nineteenth to Twentieth street; Latonia street, from Seventeenth to Eighteenth street; Titon street, from Seventeenth to Eighteenth street.

HENRY HURN, President of Common Council.

BENJAMIN H. HAINES, Clerk of Select Council.

CHARLES THOMPSON JONES, President of Select Council, pro tem.

Approved this seventh day of March, Anno Domini one thousand eight hundred and seventy-one (A. D. 1871). DANIEL M. FOX, Mayor of Philadelphia.

AN ORDINANCE.

To Make an appropriation to Enclose Certain Properties with the Iron Railing lately taken down at Penn Squares. Section 1. The Select and Common Councils of the City of Philadelphia do ordain, That the sum of two thousand (\$2000) dollars be and the same is hereby appropriated to the Department of Markets and City Property for the purpose of enclosing, etc., the Fairhill Square in the Nineteenth ward, and the Parade Ground in the Twenty-sixth ward, with the iron railing lately taken down at Penn Squares, or so much thereof as may be necessary for the purpose, and warrants for the same be drawn by the Commissioner of Markets and City Property.

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OLD OAKS CEMETERY COMPANY.

This Company is prepared to sell lots, clear of all encumbrance, on reasonable term. Purchasers may see plans at the office of the Company, No. 516 WALNUT STREET.

Or at the Cemetery, where all information needs will be cheerfully given. By giving notice at the office, cartriages will meet persons desirous of purchasing lots at Toga Station on the Germantown Railroad, and convey them to the Cemetery and return, free of charge.

ALFRED C. HARMER, President. MARTIN LANDENBERGER, Treas. MICHAEL NISBET, Secy. 10 1/2 mt wt.

SHIPPING AND COMMISSION MERCHANTS. 313 N. 15th Street, 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. Agents of the Philadelphia, Wilmington & Baltimore Steam Navigation Company. Agents of the Delaware, Chesapeake & Atlantic Coastwise Steam Navigation Company. Agents of the Chesapeake & Delaware Canal Company. Agents of the Delaware, Chesapeake & Atlantic Coastwise Steam Navigation Company. Agents of the Chesapeake & Delaware Canal Company.

SHIPPING.

NATIONAL STEAMSHIP LINE. NEW YORK, LIVERPOOL, AND QUEENSTOWN. Steamers sail WEDNESDAY, THURSDAY, and SATURDAY. Cabin, \$75 and \$65; Steerage, \$35. Excursion tickets, good for one year, liberally reduced. Persons sending for their friends can obtain tickets (steerage) for \$33. Tickets to and from Londonderry and Glasgow by this favorite route at the same low rate as other lines.

Passengers booked to and from London, Paris, Hamburg, Havre, Bremen, etc., at lowest rates. Note - The magnificent Ocean Steamers of this line are among the largest in the world, and are celebrated for speed, safety, and comfort. Owing to reduction, rates are now \$15 in Cabin and \$8 in steerage cheaper than other first-class lines. For passage, or bank drafts for any amount, payable at sight in all parts of Great Britain, Ireland, the British Colonies, Sweden, Denmark, France, Germany, and Italy, apply to WALLER & CO., Agents, 118 No. 204 WALNUT ST., just above Second.

THE REGULAR STEAMSHIPS OF THE PHILADELPHIA-SAVANNAH AND NEW YORK LINES ARE ALONE AUTHORIZED TO ISSUE THROUGH BILLS OF LADING TO INTERIOR PORTS SOUTH AND WEST IN CONNECTION WITH SOUTH CAROLINA RAILROAD COMPANY. ALFRED L. TYLER, Vice-President So. C. RR. Co.

PHILADELPHIA AND SOUTHERN REGULAR MAIL STEAMSHIP COMPANY'S REGULAR MAIL-MONTHLY LINE TO NEW ORLEANS, LA. The YAZOO will sail for New Orleans, via Havana, on Thursday, March 16, at 8 A. M. The HAWKEYE will sail from New Orleans, via Havana, on March 19. THROUGH BILLS OF LADING at as low rates as by any other route given to MOBILE, GULFPORT, MOBILE, AND BRAZOS, and at all points on the Mississippi River between New Orleans and St. Louis. Red river freights re-shipped at New Orleans without charge of commission.

WEEKLY LINE TO SAVANNAH, GA. THE TOWANANDA will sail for Savannah on Saturday, March 11, at 8 A. M. The WYOMING will sail from Savannah on Saturday, March 11, at 8 P. M.

THROUGH BILLS OF LADING given to all the principal towns in Georgia, Alabama, Florida, Mississippi, Louisiana, Texas, Arkansas, Tennessee, and South Carolina, and at all points on the Mississippi River between New Orleans and St. Louis. Red river freights re-shipped at New Orleans without charge of commission. Semi-Monthly Line to Wilmington, N. C. The PIONEER will sail for Wilmington on Monday, March 13, at 8 A. M. In connection with the Cape Fear River Steamboat Company, the Wilmington and Weston and North Carolina Railroad, and Florida Steamers, at willow rates as by competing lines.

CLYDE'S STEAM LINES - PHILADELPHIA, RICHMOND AND NORFOLK STEAMSHIP LINE, THROUGH PRIGRIT AIR LINE TO THE SOUTH AND WEST. Steamers leave every WEDNESDAY and SATURDAY "at noon," from FIRST WHARF above MARKET Street. Bills of lading signed after 12 o'clock on sailing day. THROUGH RATES to all points in North and South Carolina, Georgia, Florida, and Tennessee, connecting at Portsmouth, and at Lynchburg, Va., Tennessee, and the West via Virginia and Tennessee Air-line, and Richmond and Danville Railroads. Freight on hand, BUT NOT ON board, taken at LOWER RATES than by any other line. No charge for commissions, drayage, or any expense of transfer. Steamships insure at lowest rates. FREIGHTS RECEIVED DAILY.

State-room accommodations for passengers. WM. P. PORTER, Agent, Richmond and City Point. T. F. CROWELL & CO., Agents, Norfolk. PHILADELPHIA AND CHARLESTON STEAMSHIP LINE. THURSDAY LINE FOR CHARLESTON, and all interior points of South Carolina, Georgia, Florida, etc. The first-class Steamship VIRGINIA, Captain Henry, will sail on Thursday, March 9, at 12 o'clock noon, from Pier 2, North Street, above Arch street. Through bills of lading to all principal points in South Carolina, Georgia, Florida, and Tennessee. Rates of freight as low as by any other route. For freight or passage apply on the Pier, as above. WM. A. COURTNEY, Agent in Charleston.

FOR NEW YORK DAILY - VIA DELAWARE AND CHESAPEAKE CANAL. EXPRESS STEAMBOAT COMPANY. The CHEAPEST and QUICKEST water communication between Philadelphia and New York. Steamers of this line will commence loading on March 9, from first wharf above MARKET Street, Philadelphia, and foot of WALL Street, New York. First boat will sail on Saturday, the 11th inst., and daily as usual thereafter. Goods forwarded by all the lines going out of New York North, East, and West, free of commission. Freight forwarded on accommodating terms. JAMES HAND, Agent, No. 119 WALL Street, New York.

NEW EXPRESS LINE TO ALEXANDRIA, GEORGETOWN AND WASHINGTON. The Chesapeake and Delaware Canal, connecting with Orange and Alexandria Railroad. Steamers leave regularly every SATURDAY at noon, from First Wharf above MARKET Street. Freight received daily. HYDE & TYLER, Agents, Georgetown, D. C. M. ELDRIDGE & CO., Agents, Alexandria, Va.

DELAWARE AND CHESAPEAKE TOW-BEAT CANAL AND DELAWARE STEAMBOAT COMPANY. Barges towed between Philadelphia, Baltimore, Havre-de-Grace, Delaware City, and Intermediate points on the Delaware River. OFFICE, No. 19 SOUTH WHARVES, PHILADELPHIA. JOHN LAUGHLIN, Superintendent. PHILADELPHIA. WILLIAM P. CLYDE & CO., AGENTS. For all the above lines, No. 19 SOUTH WHARVES, Philadelphia, where further information may be obtained. 2 1/2

FOR NEW YORK, VIA DELAWARE AND CHESAPEAKE CANAL. STEAMSHIP SWIFTSURE TRANSPORTATION COMPANY. DISPATCH AND PASSENGER LINES. Leaving daily at 12 M. and 5 P. M. The steam propellers of this company will commence loading on the 8th of March. Through bills of lading to all principal points. Goods forwarded to any point free of commission. Freight taken on accommodating terms. Apply to WILLIAM M. BAIRD & CO., Agents, No. 188 South Delaware Avenue.

FOR SAVANNAH, GEORGIA THE FLORIDA PORTS, AND THE SOUTH AND SOUTHWEST. GREAT SOUTHERN FREIGHT AND PASSENGER LINE. CENTRAL RAILROAD OF GEORGIA AND ATLANTIC AND GULF RAILROADS. FOUR STEAMERS A WEEK. TUESDAYS, THURSDAYS, and SATURDAYS. THE STEAMSHIPS SAN SALVADOR, Captain Nickerson, from Pier 8, North Street. WM. R. GARRISON, Agent, No. 6 Bowling Green. MONTGOMERY, Captain Faircloth, from Pier No. 18 North Street. R. LOWNEN, Agent, No. 98 West Street. LEO, Captain Dearborn, from Pier No. 18 East River. MURRAY, FERRIS & CO., Agents, Nos. 61 and 62 South Street. GENERAL BARNES, Captain Mallory, from Pier No. 26 North Street. LIVINGSTON, FOX & CO., Agents, No. 88 Liberty Street.

Insurance by this line ONE-HALF PER CENT. Superior accommodations for passengers. Through rates and bills of lading in connection with the Atlantic and Gulf Freight Line. 11 ft. Through rates and bills of lading in connection with Central Railroad of Georgia, to all points. C. D. OWENS, Agent, GEORGETOWN, VA. Agents, No. 222 Broadway, No. 409 Broadway.

SHIPPING.

LORILLARD STEAMSHIP COMPANY. FOR NEW YORK. SAILING TUESDAYS, THURSDAYS, and SATURDAYS AT NOON. are now receiving freight at winter rates, commencing December 25. All goods shipped on and after this date will be charged as agreed upon by the agents of this company.

INSURANCE ONE-EIGHTH OF ONE PER CENT. No bill of lading or receipt signed for less than fifty cents, and no insurance effected for less than one dollar premium. For further particulars and rates apply at Company's office, Pier 33 East River, New York, or to JOHN P. OIL, PIER 19 NORTH WHARVES, N. Y. Extra rates on small packages iron, metals, etc. 2 1/2

FOR LIVERPOOL AND QUEENSTOWN - The Inman Line of Royal Mail Steamers are appointed to sail as follows: 1 City of London, Saturday, March 11, at 9 A. M. City of Brussels, Saturday, March 18, at 2 P. M. City of Liverpool, via Halifax, Tuesday, March 21, at 1 P. M. City of Washington, Saturday, March 25, at 8 A. M. and each succeeding Saturday and alternate Tuesday, from Pier No. 49 North River.

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