

LITERATURE.

REVIEW OF NEW BOOKS.

"The Descent of Man, and Selection in Relation to Sex," by Charles Darwin, M. A., F. R. S., etc., published by D. Appleton & Co., is a continuation of the subject which the author broached some years ago in his "Origin of Species," and which has served to excite controversies of the most violent description in both scientific and theological circles.

The April number of The Transatlantic contains an admirable series of short stories selected from the best English periodicals. A good short story is something that every reader can enjoy, and The Transatlantic always contains the best there are going.

Arthur's Lady's Home Magazine for April contains several pleasing illustrations, fashion plates, etc., and an interesting variety of reading matter.

The Children's Hour for April has abundant entertainment for the young people in the shape of pretty pictures and readable stories and sketches.

The Lady's Friend for April contains a variety of illustrations of the latest novelties in feminine attire, and a series of literary contributions which are up to the usual standard of excellence.

MYSTERIES OF EVERY-DAY LIFE.

The ingenious and delightful author of the "Miserics of Human Life" left his task but half accomplished. They have multiplied since in fresh and unlooked-for variety; and a pleasant chapter or two may be written on the subject hereafter.

Philosophers are proverbially skin-deep only; as a prominent instance of which I may remark, in relation to the present subject, that the inquiring mind which, some time since, led the writer of "Two o'clock in the morning" to investigate the causes why, at that particular hour, the clock ticked unusually loud, or the bed-room door opened of itself, might have still farther extended its researches with advantage into the mysteries of every-day life.

—Porter & Coates also send us of the recent publications of D. Appleton & Co. a well-written and entertaining narrative of a trip across the American continent by way of the Pacific Railroad, by W. F. Rae. The book is entitled "Westward by Rail; or, The New Route to the East," and is made up of a series of letters to the London Daily News, largely rewritten and augmented by the addition of new matter.

"Nothing gratified me more than the feeling of kindness towards the Old Country which I found pervading the American people. The bitter and undying animosity about which much has been written exists on paper only, or in the dispirited minds of irremediable Fenians. In this particular the press is not a faithful exponent of the public sentiment. A disposition to construe in the worst sense the actions of the United Kingdom, and to discredit her on every occasion, and in every imaginable way, is certainly the characteristic of the press of New York. I believe this to be more so than any other country in the world. In this particular the press is not a faithful exponent of the public sentiment. A disposition to construe in the worst sense the actions of the United Kingdom, and to discredit her on every occasion, and in every imaginable way, is certainly the characteristic of the press of New York.

Englishmen commit a fatal error when they try to convince themselves that the press on this subject does not express the prevailing sentiments of the people of the United States. "Fun Better than Phisic; or, Everybody's Life Preserver," by W. W. Hall, M. D., published by H. N. McKinney & Co., No. 16 North Seventh street, is a series of brief maxims with regard to the best method of preserving health, many of which contain much sound sense and not a few much nonsense. Dr. Hall is well known as the editor of Hall's Journal of Health, and as an indefatigable rider of certain hobbies, and his readers will do well to exercise a little of their own native common sense before accepting his maxims as gospel truth.

"Crucel as the Grave," by Mrs. E. D. E. N. Southworth, published by T. B. Peterson & Brothers, is a story in which the pepper and spice are as lavishly used as in any of the previous performances of the same pen. The admirers of Mrs. Southworth will find "Crucel as the Grave" abundantly entertaining.

—From the Central News Company, No. 505 Chestnut street, we have received the latest numbers of All the Year Round, The Cornhill Magazine, Temple Bar, Punch, and Fun.

—From W. S. Turner we have received Appleton's Journal, Every Saturday, and the following new magazines:—

or its being an especially inviting aspirate, therefore always put in; but why the rule of wrong should be no exceptionably adopted, as often under circumstances of extreme difficulty to cause the pronunciation of the unhappy consonant where it does not exist, and the omission of it where it is, is a mystery that has cost me years of fruitless investigation, and gives me almost a headache to think of. The favorite cockneyism of the Weller school, the substitution of 's' for 'c', and 'c' for 's', has become comparatively extinct, so ceases to trouble me.

Will any one account to me for a phenomenon of daily life, I may almost say hourly, occurrence, viz., the manner in which inanimate objects get themselves out of the way the moment there is a demand for their services? This applies to everything; the very pen with which I wrote the foregoing passage has sui proprio motu got from my study-table into the next room, and is found upon my dressing-glass, near which I am not been since nine this morning! If I am going from home for a few days, my clothes all seem to be aware of the intention, and hide themselves in places where they never were before; my papers—usually neatly ranged in arrangement of a sudden become topsy-turvy; a Love-ditty gets into an Essay on chemistry, and a Christmas tale into the British Constitution. For the faculty of jumbling themselves together in inextricable confusion, however, on these occasions, and at the shortest moment, commend me to the keys!—they beat all. The scissors you have just laid down may indeed be found in a book you have not opened for months; the razor you shaved with this morning, in a drawer locked up last summer; and you are informed that it is that same razor which had the opportunity of getting into the deepest corner of a portmanteau you do not intend opening till your journey's end days be over. But all these are nothing to the keys; there they are, a bunch stuck together in a manner that defies all attempts at extrication; the large keys have got into the small one; the small ones, webs, pipes, rings, and all spontaneously intermingled with a complexity of entanglement that hours of perseverance would not have enabled one to achieve. I would like, too, to be informed what it is that takes possession of my pens. I am most particular about them; yet I constantly find their nibs in one of two conditions—either the form of a letter V split-up to the feathers; or as sharp, and for the purposes of writing, as useful, as a skewer.

Why, again, do two left-hand gloves always find their way into the pocket of my evening-coat, and in the effort to accommodate myself to circumstances, cause me to appear as though I had paralysis in the right? The alternate to this disaster is the fate by which I meet a rural friend of warm temperament, who grasps me fervently by the hand, bursting my glove up the back, whilst the button hits the opposite side. I stop not to inquire why all your "swell" friends meet you when you do not want them, and never when you do. This is simply the contrariety of human nature. But I should like to know why an individual—be it man or woman—with whom for ages I may not have corresponded, invariably is seized with a fit of writing to me at the same moment as I break silence to him or her, our two letters crossing each other with an exactness no pains could insure? Has any one, I would ask, ever yet taken up what he thought was the poker, that he did not find it was the shovel? or was a pair of bellows or tongs ever yet found in any inn or lodging-house? When was that enormous stock of hair-cloth sofas and chairs constructed, which abound in every one of the side inns or lodgings; and whose cushions invariably loose, and their padding composed of shingle? Who grow the worsted flowers that flourish there? and what fish ever inhabited those brown shells now devoted to earwigs? Why is No. 199 the only room ever vacant at any hotel when I arrive en garcon, although there is not the slightest evidence of there being any other traveller in the house? But why, O why, do things and people all get astray that you do want; and why are those always in evidence when you don't, and even they disappear when at last their presence would for once be desirable? And why don't things happen—yes, happen—that's it (my belief is, everything happens, and life is passed in a chronic condition of toss-up)—why, I ask, don't things happen just the reverse way of what they do? And then another thing would happen; and that is, that I shouldn't have written this article; and you would have lost a great opportunity of improving your mind and enlarging your understanding! Adieu.

By order of the Committee on Property. H. W. HALLWELL, Secretary.

SEALD PROPOSALS, Indorsed "Proposals for Building a Public School-house for the Twenty-seventh Ward," will be received by the undersigned at the office, southeast corner of SIXTH and ADLPHI Streets, until 12 o'clock, P. M., on MONDAY, March 20, 1871. Information as to conditions, quality of beef, payments, etc., can be obtained by application to WILLIAM PRING, First Lieut. Ord., A. C. S.

CITY ORDINANCES. AN ORDINANCE To Empower the Mayor to Enter into a Contract with the City for the Killing and Removing of Dogs found Running at Large in the City. Section 1. The Select and Common Councils of the City of Philadelphia do ordain, That the Mayor shall, if he deems it expedient, enter into a contract with the City for the killing and removing of dogs found running at large in the city without a good safe muzzle on, sufficient to prevent them from biting, and a metallic or leather collar around their necks, at least one and a quarter inch in diameter, with the name legibly inscribed thereon. Such dogs without muzzle and collar on being hereby declared nuisances. Provided, The contract so entered into shall not at any time exceed the amount appropriated by Councils for that purpose.

LOOKING GLASSES, ETC. JAMES S. EARLE & SONS. No. 316 CHESTNUT STREET. Have reduced the prices of ALL THEIR Chromos 25 Per Cent. This includes ALL CHROMOS PUBLISHED, AMERICAN AND OTHERS. FRAMES of every character equally as cheap.

GROCERIES, ETC. LONDON BROWN STOUT AND SCOTCH ALE. In glass and stone, by the cask or dozen. ALBERT O. ROBERTS, Dealer in Fine Groceries, 111 Corner ELIZABETH and VINE STS.

OLD OAKS GEMETERY COMPANY OF PHILADELPHIA. This Company is prepared to sell lots, care of all encumbrances, on reasonable terms. Purchasers can see plans at the office of the Company, No. 318 WALNUT STREET. Or at the Cemetery, where all information needs will be cheerfully given.

MERCHANTS' FUND. This institution was incorporated by the Legislature of Pennsylvania in 1854, its benign object being to furnish relief to indigent Merchants of the City of Philadelphia in cases of sickness and invalidity. The claims upon the Fund are so numerous that the appropriations for the relief of its beneficiaries are already in excess of the regular income, and it is with the hope of eliciting more general sympathy and aid in sustaining this excellent charity that the Managers make this appeal to our citizens. Contributions received by the undersigned. Life Membership, \$50. Annual Membership, \$5.

MANAGERS. Thomas Robins, William C. Cummings, Arthur G. Coffin, James C. Hand, Edward A. Souder, Samuel E. Stokes, Benjamin Orne, James B. McFarland, A. J. Derbyshire, Edward C. Knight, John Taylor, Richard Wood, JOHN MASON, John H. Bacon, Wm. H. Bacon, Edward L. Clark, Thomas C. Hand, J. V. Williamson, James B. McFarland, A. J. Derbyshire, Edward C. Knight, John Taylor, Richard Wood.

COTTON—MIDDLING FAIR AND MIDDLING GUIN, Alabama and Uplands, samples, clean stain, etc., for sale by WILLIAM M. GREINER, No. 109 CHESTNUT STREET.

PROPOSALS. UNITED STATES ENGINEER OFFICE, BALTIMORE, MD. FAYETTE STREET, NEAR CHARLES. Third-story Union Bank Building. MARCH 17, 1871.

Proposals are invited for dredging in the channel below Fort Carroll leading to this city. Proposals, to be sealed and in duplicate, endorsed on outside, and accompanied by a copy of this advertisement, will be received until noon of 1st day of APRIL, 1871, and will be opened in ten minutes thereafter, in the presence of such bidders as may wish to be present. About 75,000 cubic yards, more or less, to be removed. Length of haul of material averages about two miles. The object is to attain a depth of 22 feet at mean low water. The tide rises about one foot and one-half. Proposals will state kind of machinery to be used; average quantity in cubic yards to be removed; price per cubic yard, including excavation, removal, and deposit. Material to be measured in dumping sheds. The right to reject any bid is reserved. Forms of Proposals and any desired information to be had on application at this office. WILLIAM P. CRAIGHILL, Major of Engineers U. S. A.

OFFICE OF PURCHASING AND DEPOT COMMISSIONER, No. 206 S. FOURTH STREET, ROOM No. 1. St. Louis, March 2, 1871. SEALED PROPOSALS, in duplicate, will be received at this office until 12 o'clock, P. M., on MONDAY, April 3, 1871, for furnishing the Subsistence Department U. S. A.:

40,000 pounds of bacon—clear sides, 151,000 pounds of double extra flour, 100,000 pounds of extra family soap, 11,000 pounds of corn meal—fin-dried, 15,000 pounds of beans—white navy, 6,000 pounds of split peas, 30,000 pounds of extra family soap, 6,000 pounds of hominy, 17,000 pounds of brown Rio coffee, 100,000 pounds of Rio coffee—washed, 9,000 pounds of green sugar, 1,000 gallons of whisky vinegar, 3,000 pounds of candles—saffronated, 100,000 pounds of extra family soap, 27,500 pounds of salt, 500 pounds of pepper—black, 5,000 pounds of Rio coffee—washed, 17,000 pounds of choice family flour, 5,500 pounds of dried apples, 12,000 pounds of peaches, 1,200 gallons of raisins, 176 gallons of pickled cucumbers, 750 gallons of pickled onions, 275 gallons of sauerkraut, 323 dozen cans of milk, 3,200 pounds of lard, 100,000 pounds of extra family soap, 1,000 pounds of cheese. Information as to kind of packages, condition, etc., can be obtained on application at this office. C. E. PENROSE, Captain, C. S. U. S. A.

TO CONTRACTORS AND BUILDERS. SEALED PROPOSALS, Indorsed "Proposals for Building a Public School-house for the Twenty-seventh Ward," will be received by the undersigned at the office, southeast corner of SIXTH and ADLPHI Streets, until 12 o'clock, P. M., on MONDAY, March 20, 1871. Information as to conditions, quality of beef, payments, etc., can be obtained by application to WILLIAM PRING, First Lieut. Ord., A. C. S.

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SHIPPING. NATIONAL STEAMSHIP COMPANY. STEAM DIRECT TO AND FROM NEW YORK, QUEENSTOWN, AND LIVERPOOL. The magnificent Ocean Steamships of this line, sailing regularly every SATURDAY, are among the largest in the world, and famous for the degree of safety, comfort, and speed attained.

CABIN RATES, CURRENCY. First-class Excursion Tickets, good for twelve months, and early application must be made in order to secure a choice of state-rooms. STEERAGE RATES, CURRENCY. Outward Freight, 2 1/2 cents per ton to and from London and Glasgow at the same low rates. Persons visiting the old country, or sending for their friends, should remember that these steerage rates are 25 cents cheaper than several other lines.

By Mail Steamer Sailing every Saturday. Payable in advance, in full, in currency. First Cabin, 20 to 25 Steerage, 10 to 15 To London, 30 to 35 To Liverpool, 35 to 40 To Havre, 40 to 45 To Hamburg, 45 to 50 Passengers also forwarded to Antwerp, Rotterdam, Sweden, Norway, Denmark, etc., at reduced rates. Tickets can be bought here at moderate rates by persons wishing to send for their friends. For further information apply at the company's office.

JOHN G. DALE, Agent, No. 15 Broadway, N. Y. Or to O'DONNELL & PAUL, Agents, No. 100 Broadway, New York, Philadelphia. LORILLARD STEAMSHIP COMPANY. FOR NEW YORK. SAILING TUESDAYS, THURSDAYS, AND SATURDAYS AT NOON. 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.

THE REGULAR STEAMSHIPS ON THE PHILADELPHIA AND CHARLESTON STEAMSHIP LINE ARE ALONE authorized to issue through bills of lading to interior points South and West in connection with South Carolina Railroad Company. ALFRED L. TYLER, Vice-President So. C. R. Co.

PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COMPANY'S REGULAR MONTHLY LINE TO NEW ORLEANS, LA. The JUNIATA will sail for New Orleans, via Havana, on 20th of March. The YAZOO will sail from New Orleans, via Havana, on March 27th. THROUGH BILLS OF LADING at as low rates as by any other route given to MOBIL, GULFPORT, INDIANOLA, ROCKPORT, LAVACCA, and BRAZOS, and to all points on the Mississippi river between New Orleans and the Gulf of Mexico. Freight shipped at New Orleans without charge to the weekly line.

WEEKLY LINE TO SAVANNAH, GA. THE WYOMING will sail for Savannah on Saturday, March 19, at 8 A. M. The TONAWANDA will sail from Savannah on Saturday, March 19, at 8 A. M. THROUGH BILLS OF LADING given to all the principal towns in Georgia, Alabama, Florida, Mississippi, Louisiana, Arkansas, and Tennessee in connection with the Central Railroad of Georgia, Atlantic and Gulf Railroad, and Florida Steamers, at as low rates as by competing lines.

SEMI-MONTHLY LINE TO WILMINGTON, N. C. THE PIONEER will sail for Wilmington on Saturday, March 25, at 6 A. M. Returning, will leave Wilmington Sunday, April 1, at 6 A. M. Connects with the Cape Fear River Steamboat Company, the Wilmington and Weldon and North Carolina Railroads, and the Wilmington and Manchester Railroad to all interior points. Freight for Columbia, S. C., and Augusta, Ga., taken via Wilmington at as low rates as by any other route.

Insurance effected when requested by shippers. Bills of lading signed at Queen street wharf on or before day of sailing. WILLIAM L. JAMES, General Agent, No. 180 S. THIRD STREET. 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 RAILROAD. FOUR STEAMERS A WEEK, TUESDAYS, THURSDAYS, AND SATURDAYS.

THE STEAMSHIPS SAN SALVADOR, Captain Nickerson, from Pier No. 8 North River. WM. R. GARRISON, Agent, No. 5 Bowling Green. MONTGOMERY, Captain Faircloth, from Pier No. 13 North River. R. LOWDEN, Agent, No. 98 West street. LEO, Captain Dearborn, from Pier No. 16 East River. MURRAY, FERRIS & CO., Agents, Nos. 61 and 62 South street.

GENERAL BARNES, Captain Mallory, from Pier No. 36 North River. LIVINGSTON, FOX & CO., Agents, No. 88 Liberty street. Insurance by this line ONE-HALF PER CENT. Superior accommodations for passengers. Through bills of lading in connection with the Atlantic and Gulf Freight Line, in connection with the Atlantic and Gulf Railroad, at all points. Through rates and bills of lading in connection with Central Railroad of Georgia, at all points. Agent A. G. R. R., Agent C. R. R., No. 229 Broadway. No. 409 Broadway.

FOR NEW YORK, VIA DELAWARE AND PENNSYLVANIA SWIFTSURE TRANSPORTATION COMPANY. DESPATCH SWIFTSURE LINES. Leaving daily at 12 M. and 6 P. M. The steam proprietors of this company will commence loading on the 8th of March. Through bills of lading in connection with the Atlantic and Gulf Railroad, at all points. Goods forwarded to any point free of commission. Freight taken on accommodating terms. Apply to WILLIAM M. BAIRD & CO., Agents, No. 129 South DELAWARE Avenue.

REGULAR MAIL STEAMERS sailing on the 2d of every month. Parties sending for their friends in the old country can now obtain prepaid tickets. Steerage, \$12, currency. First-class line. For further particulars apply to ISMAY, IMRIE & CO., No. 10 WATER STREET, Liverpool, and No. 7 EAST INDIA, New York. LEADENHALL STREET, London, or at the company's office, No. 29 BROADWAY, New York.

WHITE STAR LINE. The company's fleet comprises the following magnificent full-powered ocean steamships, the six largest in the world: OCEANIC, Captain Murray. ATLANTIC, Captain Thompson. BALTIC, Captain Perry. PACIFIC, Captain Perry. These new vessels have been designed especially for the transatlantic trade, and combine speed, safety, and comfort. Passenger accommodations unrivalled. Parties sending for their friends in the old country can now obtain prepaid tickets. Steerage, \$12, currency. First-class line. For further particulars apply to ISMAY, IMRIE & CO., No. 10 WATER STREET, Liverpool, and No. 7 EAST INDIA, New York. LEADENHALL STREET, London, or at the company's office, No. 29 BROADWAY, New York.

OCEANIC STEAM NAVIGATION COMPANY'S LINE OF NEW STEAMERS BETWEEN NEW YORK AND LIVERPOOL, CALLING AT CORK, IRELAND. The company's fleet comprises the following magnificent full-powered ocean steamships, the six largest in the world: OCEANIC, Captain Murray. ATLANTIC, Captain Thompson. BALTIC, Captain Perry. PACIFIC, Captain Perry. These new vessels have been designed especially for the transatlantic trade, and combine speed, safety, and comfort. Passenger accommodations unrivalled. Parties sending for their friends in the old country can now obtain prepaid tickets. Steerage, \$12, currency. First-class line. For further particulars apply to ISMAY, IMRIE & CO., No. 10 WATER STREET, Liverpool, and No. 7 EAST INDIA, New York. LEADENHALL STREET, London, or at the company's office, No. 29 BROADWAY, New York.

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SHIPPING. CLYDE'S STEAM LINES. PHILADELPHIA, RICHMOND AND NORFOLK STEAMSHIP LINE, THROUGH FREDRICK AIR LINE TO THE SOUTH AND WEST. Steamers leave every WEDNESDAY and SATURDAY "at noon," from FIRST WHARF above MARKET Street. No bills of lading signed after 12 o'clock on sailing day.

THROUGH RATES to all points in North and South Carolina, via Seaboard Air-Line Railroad, connecting at Portsmouth, and at Lynchburg, Va., Tennessee, and the West via Virginia and Tennessee Air-Line, Richmond and Danville Railroads. Freight HANDED BUT ONCE and taken at LOWER RATES than by any other line. No charge for commissions, drayage, or any expense of transfer. Steerage lowest at lower rates.

FREIGHTS RECEIVED DAILY. State-room accommodations for passengers. WM. P. PORTER, Agent, Richmond and City Point. T. P. CROWELL & CO., Agents, Norfolk. PHILADELPHIA AND CHARLESTON STEAMSHIP LINE. The first-class Steamship VIRGINIA, Captain Hunter, will sail on Thursday, March 23, at 10 o'clock, noon, from Pier 8, North Wharves, above Arch street.

Through bills of lading to all principal points in South Carolina, Georgia, Florida, etc., etc. Rates of freight as low as by any other route. For freight or passage apply to the agents at above. WM. A. COURTNEY, Agent in Charleston, S. C. FOR NEW YORK DAILY—VIA DELAWARE AND RARITAN CANAL. THE CHESTER and PHILADELPHIA, in communication between Philadelphia and New York. Steamers leave DAILY from first wharf above MARKET Street, Philadelphia, and root of WALL Street, New York.

THROUGH IN TWENTY-FOUR HOURS. Goods forwarded by all the lines running out of New York, Boston, and other ports of connection. Freight received dry and forwarded on accommodating terms. JAMES HAND, Agent, No. 113 Wall Street, New York.

NEW EXPRESS LINE TO ALEXANDRIA, GEORGETOWN and Washington, D. C., 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, delivered, and forwarded at lowest rates. HYDE TYLER, Agents, Georgetown, D. C. M. ELDRIDGE & CO., Agents, Alexandria, Va.

DELAWARE AND CHESAPEAKE TOW-BOAT COMPANY. Barges towed between Philadelphia, Baltimore, Havre-de-Grace, Delaware City, and interior points. CAPTAIN 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 23

THE ANCHOR LINE STEAMERS. Sail every Saturday and alternate Wednesday. Through bills of lading to all principal points in Great Britain, Ireland, Germany, Norway, Sweden, Denmark, and America as safely, speedily, comfortably, and cheaply as by any other route of line. "EXTRA" STEAMERS. ANGLIA, BRITANNIA, INDIA, COLUMBIA, EUROPA. From Pier 30 North River, New York, at noon. Rates of Passage, Payable in Currency, to Liverpool, Glasgow, or Derry:—First cabin, \$25 and \$15, according to location. Cabin extension ticket, good for twelve months, securing best accommodations, \$150. Intermediate, \$35; steerage, \$25. Certificates of passage can be bought here by those wishing to send for their friends. Drafts issued, payable on presentation. Apply at the company's office. HENDERSON BROTHERS, 12 27 No. 7 BOWLING GREEN.

JORDAGE, ETC. CORDAGE. Manila, Sisal and Tarrad Cordage. At Lowest New York Prices and Freight. EDWIN H. FITZLER & CO., Factory, TENTH ST. and GERMANTOWN Avenues. Store, No. 25 N. WATER ST. and 22 N. DELAWARE Avenue. PHILADELPHIA

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PATENTS. UNITED STATES PATENT OFFICE. WASHINGTON, D. C., Jan. 31, 1871. On the petition of DANIEL S. NIPPES, of Upper Merion Township, Pennsylvania, administrator of Albert S. Nippes, deceased, praying for the extension of a patent granted to the said Albert S. Nippes, on the 21st day of April, 1857, for an improvement in Grinding Saws. It is ordered that the testimony in the case be closed on the 31st day of March next, that the parties for filing arguments and the Examiner's report be limited to the 31st day of March next, and that said petition be heard on the 6th day of April next. Any person may oppose the extension of the said patent by filing a written objection with the Commissioner of Patents. SAMUEL A. DUNCAN, 2 10 201 Acting Commissioner of Patents.

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