The Corner.

HOW TALMA WON HIS WIFE.—One night at the Comedie Francaise, madame Petit Vanhove was acting in a play of Collot d' Herbois, in which the heroine is run away with when the clumsy actor, who performed the part of the lover, in carrying off the lady, made a false step and fell to the ground with the heroine in his arms, not only bruising her sadly by his weight, but driving the entire length of a great pin into the bosom of the unfortunate actress, who was carried fainting from the stage. Doctors, *surgeons*, and friends clustered around her in the green-room; the pin was extracted, but the wound would not bleed. "The wound must be sucked!" cried one of the surgeons, in a loud voice; "it is the only way of escaping the danger of such a hurt." "Talma," addressing the actor, who was hovering near the door in a state of mortal anxiety, "I fancy you will be able, without repugnance, to render us this service. But be quick about it, *mon ami* it is the only means of saving her, and we have not a moment to lose!" Talma, pale and agitated, hastened to render the service demanded. He saved the life of the woman he loved; and thus acquired, in her eyes, an imprescriptible right to the heart and hand for which he had sued so long. The lady's scruples being thus vanquished at last, she sought and obtained the dissolution of her marriage with M. Petit; and on the 18th of June, 1802, Francois Joseph Talma and Carolina Vanhove were married, after eight years of hopeless affection, at the mairie of the tenth arrondissement of Paris.

A SINGULAR AFFAIR.—One of the most singular phenomena we have heard of for some time past, is related by Wm. Whitely, an engineer upon the Northern Central railway. He states that on Friday night last, the 10th inst., he was running a freight train over the road, and when near Lutherville station, about ten miles from Baltimore, he was suddenly startled by seeing directly before him what he supposed to be the front light of another engine coming towards him—not over a hundred yards distant. He immediatly blew the whistle to put down the brakes, and finding he was about to run upon it, he reversed the engine and did everything in his power to stop, but finding it imposible, he gave the alarm to the firemen and rushed to the rear of the engine for the purpose of jumping off to save his life; when, upon turning again to take another look ahead, he was completely astounded by the discovery that the light had disappeared, but where to, or how, no one was adle to say. The story is substantiated by all those who were upon the train, who state that they all saw the light directly ahead very distinctly, and rather larger than the usual front lights. After running a short distance the train was stopped, and those engaged upon it instituted a search for the cause of this mysterious light, but all their efforts were in vain, as there was no light of any kind to be seen in the entire neighborhood. It will be recollected that a man was killed at this very spot about a week since, and it is the supposition of those who saw it that the light was caused by some supernatural agency, as they are of the opinion that it was entirely too large to have been the reflection from a hand lantern. As we are not inclined to believe in "ghosts," we have some doubt about this, but it was certainly a singular phenomena of some kind.

MYSTERY AT NEW MARKET—SUPPOSED MURDER.—The citizens of New Market, York county, have become greatly alarmed in consequence of some mysterious disclosures that have recently been made in their midst, which indicate a fiendish commission of murder. A conveyance was found on Eichinger's mountain, about three miles south of that place, last September, though without exciting any alarm at the time, from the fact that those by whom it was discovered, concluded that it belonged to some person who was traveling the mountain and broke his harness, and had concealed it some distance from the road for safe keeping. But unfortunately no owner has yet returned. Coincident with this event was the finding of a young bay horse; which was registered on the estray book and disposed of according to law. Since these facts have been made public several persons have testified, that in crossing the mountain last autumn, they were annoyed with an offensive smell that pervaded the woods, though not knowing from whence it emanated. The citizens are now making arrangements to search for the supposed body as soon as the snow disappears, which may require some time yet, as the mountain is thickly covered with laurel bushes, which prevents influence of the sun acting upon it. Hundreds of persons have already volunteered their service to commence the search as soon as practicable. It is especially requested that the public press publish this lamentable occurence, by which the friends of the missing may be ascertained, if there are any, who could then at once proceed to identify the horse and wagon, and thereby aid in ferretiug out the guilty culprit of such a hideous crime.

EXPECTED REAPPEARANCE OF THE COMET OF 1556.—Prof. Lovering, in one of his late Astronomical lectures before the Lowell Institute, said that the great comet of 1556, which caused the abdication of Charles V. of Spain, is confidently expected to reappear during the present year, and French astronomers are even now on the lookout for it. If no error has been made in the revised calculation, it will probably be seen from this planet during the fall of 1860.

☞ The barbers in towns of China, go about ringing bells to get customers. They carry with them a stool, a basin, a towel, and a pot of fire. When any person calls them they run to him, and planting their stool in a convenient place in the street shave the head, clean the dress the eyebrows and brush all for the value of a far-

Sixteenth Annual Report

And Statement of the Affairs of the Mutual Fire Insurance Company of Sinking Springs, Berks County.

IN pursuance of the provisions of the Charter of said C mpany, the undersigned, on behalf of the Board of Managers, respectfully submit the following statement of the affairs of the Company, for the year ending December 31, 1859.

There were 338 policies issued during the year, viz: 193 to new members, and the remainder were changes and transfers requiring new Policies, producing in fees and premiums the sum of $1,086 11. Assessment No. 9, levied and collected during the last year, yielded the sum of $16,409.

The losses by fire during last year amount to over twenty-three thousand dollars, leaving a deficiency in the treasury to be provided for by assessment, of $5.500. It is not deemed amiss to state here, that this Company has paid nearly one hundred thousand dollars for losses since its organization, and of said amount seventy-four thousand dollars was for barns and their contents alone, which proves that species of property to be of the most hazardous kind to insure, greatly more so than good substantial town property, and the policy of excluding such is certainly a mistaken one. But there is reason to believe that a majority of the members of the Company now favor the admission of town property to a reasonable extent, and if done cautiously it would *certainly prove advantageous to all concerned.*—The Company numbers about 5,600 members, forming a contributive capital of nearly Twelve Millions of Dollars, to wit: 7¾ millions in Berks, 2½ millions in Lebanon, over 1½ millions in Lehigh, and one hundred and fifty thousand in Schuylkill and Lancaster counties.

The Act of the Legislature passed last session, confining the Company to Berks county, was lately repealed and insurances may again be made outside the county as formerly.

AARON MULL, *Secretary.*

STATEMENT OF RECEIPTS by the Mutual Fire Insurance Company of Sinking Springs, Berks coun ty, for the year ending December 31, 1859.

Cash from Isaac Huett, former treasurer,			$1,733 56
do received on account of assessment, ⅞,			1,514 27
do Premiums paid on new and increased Policies,		$581 86	
do Fees do do		204 25	
			1,086 11
do Collected on account of assessment No. 9 in Berks county,		10,925 97	
Less 3 per cent. paid for collecting same,		328 08	
			10,607 89
do On account of same in Lebanon county,		3,621 47	
Less 3 per cent. paid for collecting,		108 64	
			3,512 83
do On account of same in Lehigh county,		2,327 64	
Less 5 per cent paid for collecting,		116 38	
			2,211 26
do On account of do. in Schuylkill county,		82 79	
Paid for collecting the same,		5 55	
			77 24
			$20,743 16
Deficiency in the Treasury to be provided by assessment,			5,408 04
			$26,151 20

STATEMENT OF EXPENSES of the Mutual Fire Insurance Company of Sinking Springs, Berks county, for the year ending December 31, 1859.

Cash paid for postage and stationery,	$18 71	
do Secretary of State for copy of supplement,	1 25	
		$19 96
do Printing two reams of policies,	20 00	
do Advertising in Berks co.,	116 37	
do do Lebanon co.,	68 25	
do do Lehigh co.,	56 00	
		250 62
do Fees to managers and damage committee,		169 26
do For holding election.	3 00	
do Committee to settle John H. Sell's account,	9 00	
		12 00
do Making assessment No. 9,		39 00
do For making out 298 Policies,		37 25
do Refunded to Capp & Zug,	4 22	
do do Jacob Van Reed,	2 08	
		6 30
do Policy Fees for 57 members to Hiester, @ 40c.,		22 80
do do do 85 members to Schaeffer, @ 40c.,		34 00
do do do 51 members to others, @ 40c.,		20 40
		77 20
President's fees on 336 Policies 6¼,		21 12
do do notifying 16 Committees, @ 50c.,		8 00
		29 12
Treasurer's Salary,		50 00
Secretary's Fees on 338 Policies, @ 40c.,	135 20	
do Salary,	100 00	
		235 20
		$925 97
Losses by fire during the past year.	23,183 23	
Reward claimed by Latshaw, unpaid,	500 00	
		23,683 23
		$24,609 20
Doctor Byerle's loss appraised since Jan. 1,		1,542 00

DAMAGES awarded to the following members during the year:

To John Sell, Rockland twp., Berks county.	$100 00
To Geo. Keim, Pike twp., Berks county, house,	200 00
To Jonathan Ruth, Cumru, barn,	950 00
To Messrs. Muhlenberg, Reading, barn,	1,800 00
To James Foust, tenant, Cumru, contents of barn,	1,384 00
To Isaac Groff, Marion tp., barn and contents.	1,500 00
To Sam'l Anspach, Marion twp., contents of barn,	800 00
To Peter Hill, Marion twp., barn and Contents,	4,000 00
To Filbert & Keyser, Marion tp., barn and contents,	1,639 00
To John G. Keyser, Marion twp., contents of barn,	2,000 00
To Frederick Hill, Richmond, house,	20 00
To Geo. Webber, Tulpehocon, house,	1 75
Charles T. Raber, Alsace, paper mill,	3,050 00
Total loss in Berks county,	$17,444 75
Of which there was $9,939 in Marion township,	
To Dan'l Walter, Lebanon co., barn and contents,	958 50
To Henry Hibshman, do. house,	59 48
To John Beckley, do. barn and contents,	1,112 50
To Sam'l Withers, do. barn and contents,	2,025 00
To John A. Gerberich, do. barn and contents,	1,583 00
Total losses in Lebanon co.,	5,738 23
	$23,183 48

We the undersigned appointed to audit the accounts of the Mutual Fire Insurance Company of Sinking Spring, Berks county, do report that we have carefully examined the same, and have found the same correct as above stated. Witness our hands at Reading, this 26th day of January, 1860.

JOHN VAN REED,
Feb. 15, 1860.–2t. ANDREW KURR.

1860 NEW STYLES. 1860

ADAM RISE, in Cumberland Street, between Market and the Court House, north side, has now on hand a splendid assortment of the New Style of HATS AND CAPS, for men and boys, for 1858, to which the attention of the public is respectfully invited. Hats of all prices, from the cheapest to the most costly, always on hand. He has also just opened a splendid assortment of SUMMER HATS, embracing such as STRAW, PANAMA, PEDAL, PEARL, HORN, LEGHORN, SENATE, CUBIAN, and all others.

☞ He will also Wholesale all kinds of Hats, Caps, &c., to Country Merchants on advantageous terms.

Lebanon, April 21, 1858.

CARPETINGS.

I WOULD respectfully invite the public to call and examine my new fall stock of Carpetings of Foreign and Domestic manufactures; English Tapestry Brussels, from 75 to $1 25; two Ply Ingrain, suitable for parlors, setting rooms and chambers, from 31 to 87; entry and stair carpets, &c. Also, large stock of floor and table Oil Cloths, Window Shades, Green Gum Cloth, ¾ and 1½ yards wide; floor Drugget, Matts, Rugs, &c.

PHINEAS HOUGH, Jr.,
(late Shoemaker & Hough,) 508 N. 2d street, above Noble, West side. Branch Store 302 Spring Garden street 2d door above 8th, South side.

Philadelphia, October 19, 1859.

The Lebanon County Marble

THE undersigned has now at his Marble Yard, in Lebanon, a fine supply of the LEBANON COUNTY MARBLE from the Quarry of Farrel & Fisher. This Marb le is superior to any American Marble, and can be furnished at half the cost of any other Marble. Persons about to order Tomb Stones, or any thing else in which marble is needed, are invited to call and examine my specimens.

Lebanon, Nov. 16, 1859. JOHN FARREL.

WATCHES AND JEWELRY
ANOTHER NEW LOT OF
WATCHES AND JEWELRY,
JUST RECEIVED BY
J. W. ACKER,
Cumberland St., next door to Dr. Lineaweaver's.

East Lebanon Store.

THE undersigned has purchased the Store Stand of Mr. George Gasser, in East Lebanon, and has just opened an entire NEW AND COMPLETE STOCK OF GOODS,

embracing Dress Goods of the very latest styles for Ladies, Cloths, Cassimeres and Vestings for Gentlemen, and Groceries, Provisions, &c., for housekeepers, all of which will be sold at prices to suit the times. The stock being entirely new, and having been selected with great care, offers inducements to purchasers that are rarely equaled hereabouts.

Call and examine before buying. I only ask that my stock be examined to be appreciated.

E. Z. KŒHLER.

Lebanon, November 16, 1859.

DID you see ATKINS & BRO.'S New Boot and Shoe Store.

UNITED STATES MAILS.

POST OFFICE DEPARTMENT,
Washington, December 10, 1859.

PROPOSALS will be received at the Contract Office of this Department until 3 p. m. of Saturday, March 31, 1860, for conveying the mails of the United States for four years, commencing July 1, 1860, and ending June 30, 1864, in the State of Pennsylvania, on the routes and by the schedules of departures and arrivals herein specified.

Decisions announced by April 24, 1860.

(Bidders will examine carefully the instructions annexed.)

2292 From Lebanon, by Achey's Corner, to Shefferstown, 10 miles and back, three times a week.
Leave Lebanon Tuesday, Thursday, and Saturday at 8 p m;
Arrive at Shefferstown 6 p m;
Leave Shefferstown Tuesday, Thursday, and Saturday at 9 a m;
Arrive at Lebanon by 12 m.

2293 From Lebanon, by Jonestown, to Fredericksburg, 10 miles and back, three times a week.
Leave Lebanon Monday, Wednesday, and Friday at at 4 p m;
Arrive at Fredericksburg by 7 p m,
Leave Fredericksburg Monday, Wednesday, and Friday at 6½ a m;
Arrive at Lebanon by 9 a m.
Proposals are invited for six-times-a-week service.

2294 From Rehrersburg, by Wintersville and Host, to Stouchburg, 10 miles and back, twice a week.
Leave Rehrersburg Tuesday and Saturday at 11 a m;
Arrive at Stouchburg by 2 p m;
Leave Stouchburg Tuesday and Saturday at 3 p m;
Arrive at Rehrersburg by 6 p m.
Proposals are invited for a third weekly trip.

2295 From Wintersville, by Mount Etna, to Myerstown, 10 miles and back, twice a week.
Leave Wintersville Tuesday and Saturday at 6 a m;
Arrive at Myerstown by 12 m;
Leave Myerstown Tuesday and Saturday at 1 p m;
Arrive at Wintersville by 7 p m.

2296 From Muncy, by Hughesville, Corson's and Eaglesmere, to Laporte, 25 miles and back, three times a week.
Leave Muncy Tuesday, Thursday, and Saturday, on arrival of the mail from Philadelphia, say at 2 p m;
Arrive at Laporte by 8 p m;
Leave Laporte Monday, Wednesday, and Friday at 6 a m;
Arrive at Muncy by 12 m.

2297 From Muncy, by Wolf Run, Huntersville, Hill's Grove, Eldredville, Campbellville and Overton, to New Albany, 48 miles and back, once a week.
Leave Muncy Tuesday at 5 a m;
Arrive at New Albany by 7 p m,
Leave New Albany Monday at 5 a m;
Arrive at Muncy by 7 p m.

2298 From Eglesmere, by Forksville, Eldredville, and Shunk to Canton, 35 miles and back, once a week.
Leave Eglesmere Friday at 7 a m;
Arrive at Canton next day by 12 m;
Leave Canton Wednesday at 7 a m;
Arrive at Eglesmere next day by 12 m.

2299 From Corson's, by Muncy Bottom, and Sonestown, to Laporte, 15 miles and back, once a week.
Leave Corson's Wednesday at 8 a m;
Arrive at Laporte by 12 m;
Leave Laporte Tuesday at 4 p m;
Arrive at Corson's by 8 p m;

2300 From Attleboro', by Oxford Valley and Fallsington, to Morrisville, 10 miles and back, twice a week.
Leave Attleboro' Monday and Friday at 8 a m;
Arrive at Morrisville by 11 a m;
Leave Morrisville Monday and Friday at 1 p m;
Arrive at Attleboro' by 4 p m.

2301 From Blue Bell, by Broad Axe, to White Marsh, 4 miles and back, three times a week.
Leave Blue Bell Tuesday, Thursday, and Saturday at 6 a m;
Arrive at White Marsh by 7 a m;
Leave White Marsh Tuesday, Thursday, and Saturday at 5½ p m;
Arrive at Blue Bell by 6½ p m.
Proposals are invited for six-times-a-week service.

2302 From New London, by West Grove and Jennersville, to Chatham, 10 miles and back, twice a week.
Leave New London Monday and Friday, after arrival of mail from Newark, say at 3½ p m;
Arrive at Chatham by 5½ p m;
Leave Chatham Monday and Friday at 6 p m;
Arrive at New London by 8 p m.

2303 From Zeiglersville, by Frederick, Douglas, Colebrookdale, Clayton, and Shimmerville, to Emaus, 22 miles and back, twice a week.
Leave Zeiglersville Monday and Friday at 8 a m;
Arrive at Emaus by 5 p m;
Leave Emaus Tuesday and Saturday at 9 a m;
Arrive at Zeiglersville by 6 p m.

2304 From Sumneytown, by Hoppinville, Gery's, and Hosensack, to Emaus, 18 miles and back, twice a week.
Leave Sumneytown Tuesday and Saturday at 7 a m;
Arrive at Emaus by 12 m;
Leave Emaus Tuesday and Saturday at 2 p m;
Arrive at Sumneytown by 7 p m.

2305 From Pottstown, by Boyerstown, Beckiteville, Colebrookdale, Dale, and Seisholtzville, to Shimersville, 25 miles and back, twice a week.
Leave Pottstown Tuesday and Saturday, on arrival of mail from Philadelphia, say at 10 a m;
Arrive at Shimersville by 4 p m;
Leave Shimersville Monday and Friday at 7 a m;
Arrive at Pottstown by 1 p m.

2306 From Pottsville, by Broad Mountain and Ashland, to Mount Carmel, 20 miles and back, six times a week.
Leave Pottsville daily, except Sunday, after arrival of mail from Philadelphia, say at 1 p m;
Arrive at Mount Carmel by 5 p m;
Leave Mount Carmel daily, except Sunday, at 8 a m;
Arrive at Pottsville by 12 m.

2307 From Sunbury, by Snydertown, Paxinos, and Shamokin, to Mount Carmel, 36 miles and back, daily, except Sunday, by railroad.
Leave Sunbury daily, except Sunday, at 8.15 a m;
Arrive at Mount Carmel by 10.30 a m;
Leave Mount Carmel daily, except Sunday, at 5.45 p m;
Arrive at Sunbury by 7.25 p m.

2308 From Pottsville, by Port Carbon, Silver Creek, Middleport, Tuscarora, Tamaqua, and Summit Hill, to Mauch Chunk, 30 miles and back, six times a week
Leave Pottsville daily, except Sunday, at 7 a m;
Arrive at Mauch Chunk by 6 p m;
Leave Mauch Chunk daily, except Sunday, at 2 p m;
Arrive at Pottsville next day by 4 p m.

2309 From Pottsville, by Minersville, Llewellen, Branch Dale, Swatara, and Tremont, to Donaldson, 16 miles and back, twelve times a week to Minersville, and six times a week residue.
Leave Pottsville daily, except Sunday, after arrival of Philadelphia mail, say at 1 p m and 7 p m;
Arrive at Minersville by 2 p m and 8 p m;
Leave Minersville daily, except Sunday, at 6 a m and 2 p m;
Arrive at Pottsville by 7 a m and 3 p m;
Leave Minersville daily, except Sunday, at 2 p m;
Arrive at Donaldson by 5 p m;
Leave Donaldson daily, except Sunday, at 7 a m;
Arrive at Minersville by 10 a m.

2310 From Honesdale, by Cherry Ridge, Middle Valley, Ariel, Hamlinton, and Hollisterville, to Moscow, 28 miles and back, three times a week.
Leave Honesdale Monday, Wednesday, and Friday at 5½ a m;
Arrive at Moscow by 12 m;
Leave Moscow Tuesday, Thursday, and Saturday at 4 p m;
Arrive at Honesdale by 11 p m.
Proposals are invited for six-times-a-week service.

2311 From Hamlinton, by Canaan, to Waymart, 15 miles and back, three times a week.
Leave Hamlinton Tuesday, Thursday, and Saturday at 8 a m;
Arrive at Waymart by 12 m;
Leave Waymart Tuesday, Thursday, and Saturday at 1 p m;
Arrive at Hamlinton by 5 p m;

2312 From Easton, by South Easton, Butztown, Freemansburgh, Laubauch, Bethlehem, Allentown, Weaversville, Shoenersville, Catasauqua, Lehigh Valley, Laury's Station, Kreidersville, White Hall Station, Slatington, Lehigh Gap, and Lehighton, to Mauch Chunk, 46 miles and back, daily, except Sunday, by railroad.
Leave Easton daily, except Sunday, after the arrival of the mails from New York and Philadelphia, say at 10 a m;
Arrive at Mauch Chunk by 2½ p m;
Leave Mauch Chunk daily, except Sunday, at 4 a m;
Arrive at Easton by 7 a m;

2313 From Easton, by Bath, Petersville, Newhard's, Cherryville, and Berlinsville, to Lehigh Gap, 25 *miles and back*, twice a week.
Leave Easton Tuesday and Friday at 1 p m;
Arrive at Lehigh Gap by 6 p m;
Leave Lehigh Gap Monday and Friday at 8 a m;
Arrive at Easton by 1 p m.

2314 From Easton, by Nazareth, Stockertown, Belfast, and Wind Gap, to Pogonomip, 23 miles and back, six times a week to Nazareth, and three times a week residue.
Leave Easton daily, except Sunday, after arrival of Philadelphia and New York mails, say at 2 p m;
Arrive at Nazareth by 4 p m;
Leave Nazareth daily, except Sunday, at 10 a m;
Arrive at Easton by 12 m;
Leave Nazareth Tuesday, Thursday, and Saturday, on arrival of mail from Easton, say at 4 p m;
Arrive at Pogonomip by 8 p m;
Leave Pogonomip Tuesday, Thursday, and Saturday at 6 a m;
Arrive at Nazareth by 10 a m.

2315 From Easton, by Martin's Creek, Middargh's, Richmond, Stone Church, and Mount Bethel, to Dill's Ferry, 20 miles and back, three times a week.
Leave Easton Tuesday, Thursday, and Saturday, on arrival of mail from New York and Philadelphia, say at 1 p m;
Arrive at Dill's Ferry by 6 p m;
Leave Dill's Ferry Tuesday, Thursday, and Saturday at 7 a m;
Arrive at Easton by 12 m.
Proposals are invited for six-times-a-week service.

2316 From Easton, by Lower Saucon and Stout's, to Hellertown, 10 miles and back, once a week.
Leave Easton Thursday at 7 a m;
Arrive at Hellertown by 12 m;
Leave Hellertown Thursday at 1 p m;
Arrive at Easton by 6 p m.

2317 From Easton, by Kessler's and Blue Mountain, to Flicksville, 24 miles and back, once a week.
Leave Easton Thursday at 6½ a m;
Arrive at Flickseville by 11½ a m;
Leave Flicksville Thursday at 1 p m;
Arrive at Easton by 6 p m.

2318 From Stone Church to Boston, 3 miles and back, once a week.
Leave Stone Church Saturday at 1 p m;
Arrive at Boston by 2 p m;
Leave Boston Saturday at 10 a m;
Arrive at Stone Church by 11 a m.

2319. From Freemansburg, by Lower Saucon, Stout's, ringtown, Bursonville, Bedminster and Dublin, to Doylestown, 37 miles and back, once a week.
Leave Freemansburg Wednesday at 8 a m;
Arrive at Doylestown by 6 p m;
Leave Doylestown Tuesday at 6 a m;
Arrive at Freemansburg by 4 p m.

2320 From Bethlehem, by Hanoverville, to Bath, 9 miles and back, three times a week.
Leave Bethlehem Tuesday, Thursday, and Saturday, on arrival of mail from Easton, say at 5½ p m;
Arrive at Bath by 7 p m;
Leave Bath Tuesday, Thursday, and Saturday at 7 a m;
Arrive at Bethlehem by 8½ a m.

2321 From Allentown, by Rucksville, to North White Hall, 8 miles and back, three times a week.
Leave Allentown Monday, Wednesday and Friday at 3 p m;
Arrive at North White Hall by 6 p m;
Leave North White Hall Monday, Wednesday, and Friday at 9 a m;
Arrive at Allentown by 12 m.

2322 From Allentown, by Orefield, to Schnecksville, 10 miles and back, twice a week.
Leave Allentown Monday and Thursday at 3 p m;
Arrive at Schnecksville by 6 p m;
Leave Schnecksville Monday and Thursday at 9 a m;
Arrive at Allentown by 12 m.

2323 From Allentown, by South White Hall, Rappsville, Foglesville, Grimville, Klinesville, Lenhartsville, Hamburg, Shartlesville, and Straustown, to Rehrersburg, 36 miles and back, three times a week.
Leave Allentown Monday, Wednesday, and Friday at 7 a m;
Arrive at Rehrersburg by 9 p m;
Leave Rehrersburg Tuesday, Thursday, and Saturday at 7 a m;
Arrive at Hamburg by 9 p m.

2324 From Allentown, by Weescoville, Trexlertown, Breinigsville, Manatawny, and Monterey, to Kutztown, 22 miles and back, three times a week.
Leave Allentown Monday, Wednesday, and Friday, on arrival of mail from Easton, say at 2 p m;
Arrive at Kutztown by 7 p m;
Leave Kutztown Monday, Wednesday, and Friday at 6 p m;
Arrive at Allentown by 11 a m.

2325 From Allentown, by Emaus, Macungie, Hensingersville, Long Swamp, Mertztown, Kutzville; Kutztown, New Jerusalem, Coxtown, Pricetown, Maiden Creek, and Temple, to Reading, 35 miles and back, daily, except Sunday, by railroad.
Leave Allentown daily, except Sunday, at 8 a m;
Arrive at Reading by 9.45 a m;
Leave Reading daily, except Sunday, at 6 a m
Arrive at Allentown by 7.35 a m.

INSTRUCTIONS.

Containing conditions to be incorporated in the contracts to the extent the department may deem proper.

1. Seven minutes are allowed to each intermediate office, when not otherwise specified for assorting the mails; but on railroad and steamboat routes there is to be no more delay than is sufficient for an exchange of the mail bags.

2. On railroad and steamboat lines, and other routes where the mode of conveyance admits of it, the special agents of the Post Office Department, also post office blanks, mail bags, locks and keys, are to be conveyed without extra charge.

3. On railroad and steamboat lines the route agents of the department are to be conveyed without charge, and for their exclusive use, while travelling with the mails, a commodious car, or apartment in the centre of a car, properly lighted, warmed, and furnished, adapted to the convenient separation and due security of the mails, is to be provided by the contractor, under the direction of the department.

Railroad and steamboat companies are required to take the mail from and deliver it into the post offices at the commencement and out of their routes, and to and from all offices not more than eighty rods from a station or landing. Proposals may be submitted for the performance of all other side service—that is, for offices over eighty rods from a station or landing.

Receipts will be required for mail bags conveyed in charge of persons employed by railroad companies.—There will also be "way bills" prepared by postmasters or other agents of the department, to accompany the mails, specifying the number and destination of the several bags. On the principal stage routes, likewise, receipts will be required and way bills forwarded; the latter to be examined by the several postmasters, to insure regularity in the delivery of mail bags.

4. No pay will be made for trips not performed; and for each of such omissions not satisfactorily explained three times the pay of the trip may be deducted. For arrivals so far behind time as to break connexion with depending mails, and not sufficiently excused, one-fourth of the compensation for the trip is subject to forfeiture. Deduction will also be ordered for a grade of performance inferior to that specified in the contract.—For repeated delinquencies of the kind herein specified, enlarged penalties, proportioned to the nature thereof and the importance of the mail, may be made.

5. For leaving behind or throwing off the mails, or any portion of them, for the admission of passengers, or for being concerned in setting up or running an express conveying intelligence in advance of the mail, a quarter's pay may be deducted.

6. Fines will be imposed, unless the delinquency be promptly and satisfactorily explained by certificates of postmasters or the affidavits of other credible persons, for failing to arrive in contract time; for neglecting to take the mail from or deliver into a post office; for suffering it to be wet, injured, destroyed, robbed, or lost; and for refusing, after demand, to convey the mail as frequently as the contractor runs, or is concerned in running a coach, car, or steamboat on a route.

7. The Postmaster General may annul the contract for repeated failures to run agreeably to contract; for violating the Post Office laws, or disobeying the instructions of the department; for refusing to discharge a carrier when requiring by the department to do so; for running an express as aforesaid; or for transporting persons or packages conveying mailable matter out of the mail.

8. The Postmaster General may order an increase of service on a route by allowing therefor a *pro rata* increase on the contract pay. He may change schedules of departures and arrivals in all cases, and particularly to make them conform to connexions with railroads, without increase of pay, provided the running time by not abridged. He may also order an increase of speed, allowing, within the restrictions of the law, a *pro rata* increase of pay for the additional stock or carriers, if any. The contractor may, however, in the case of increase of speed, relinquish the contract, by giving *prompt* notice to the department that he *prefers doing* so to carrying the order into effect. The Postmaster General may also curtail or discontinue the service, in whole or in part, at *pro rata* decrease of pay, allowing one month's extra compensation on the amount dispensed with, whenever, in his opinion, the public interests require the change, or in case he desires to supersede it by a different grade of transportation.

9. Payments will be made by collections from or drafts on postmasters, or otherwise, after the expiration of each quarter—say in February, May, August, and November.

10. The distances are given according to the best information; but no increased pay will be allowed should they be greater than advertised, if the place to be supplied be correctly stated. *Bidders must inform themselves on this point*, and also in reference to the weight, of the mail, the condition of roads, hills, streams, &c., and all toll bridges, ferries or obstructions of any kind by which expense may be incurred. No claim for additional pay, based on such ground, can be considered; not for alleged mistakes or misapprehension as to the degree of service; nor for bridges destroyed, ferries discontinued, or other obstructions increasing distance, occurring during the contract term. Offers established after this advertisement is issued, and also during the contract term, are to be visited without extra pay if the distance be not increased.

11. A bid received after the last day and hour named, or without the guaranty required by law and a certificate as to the sufficiency of such guaranty, cannot be considered in competition with a regular proposal reasonable in amount.

12. Bidders should first propose for service strictly according to the advertisement, and then, if they desire, *separately* for different service; and if the *regular* bid be the lowest offered for the advertised service, the other propositions may be considered.

13. There should be but one route bid for in a proposal. Consolidated or combination bids ("proposing one sum for two or more routes") are forbidden by law, and cannot be considered.

14. The route, the service, the yearly pay, the name and residence of the bidder, (that is, his usual post office address,) and those of each member of a firm, where a company offers, should be distinctly stated.

15. Bidders are requested to use, as far as practicable, the printed form of proposal furnished, by the department, to write out in full the sum of their bids, and to retain copies of them.

Altered bids should not be submitted; nor should bids once submitted be withdrawn. No withdrawal of a bidder or guarantor will be allowed unless dated and received before the last day for receiving proposals.

Each bid must be guaranteed by two responsible persons.

General guaranties cannot be admitted. The bid and guaranty should be *signed plainly* with the full name of each person.

The department reserves the right to reject any bid which may be deemed extravagant, and also to disregard the bids of failing contractors and bidders.

16. The bid should be sealed, superscribed "Mail Proposals, State of Penn.," addressed "Second Assistant Postmaster General, Contract Office," and sent by *mail*, not by or to an agent; and postmasters will not enclose proposals (or letters of any kind) in their quarterly returns.

17. The contracts are to be executed and returned to the department by or before the 1st *day of August*, 1860; but the service must be commenced on the 1st July preceding, or on the mail day next after that date, whether the contracts be executed or not. No proposition to transfer will be considered until the contracts are executed and received at the department; and then no transfer will be allowed unless good and sufficient reasons therefor are given, to be determined by the department. In all cases the retiring contractor will be required to become one of the sureties on the new contract.

18. Postmasters at offices on or near railroads, but more than eighty rods from a station, will, immediately after the 31st of March next, report their exact distance from the nearest station, and how they are otherwise supplied with the mail, to enable the Postmaster General to direct a mail messenger supply from the 1st of July next.

19. Section eighteen of an act of Congress approved March 3, 1845, provides that contracts for the transportation of the mails shall be let "in every case to the lowest bidder tendering sufficient guaranties for faithful performance, without other reference to the mode of such transportation than may be necessary to provide for the due celerity, certainty, and security of such transportation." Under this law, bids that propose to transport the mail with "celerity, certainty, and security," having been decided to be the only legal bids, are construed as providing for the entire mail, however large, and whatever may be the mode of conveyance necessary to insure its "celerity, certainty, and security," and will have the preference over all others.

20. A modification of a bid in any of its essential terms is tantamount to a new bid, and cannot be received, so as to interfere with a regular competition, after the last hour set for receiving bids. Making a new bid, with guaranty and certificate, is the only way to modify a previous bid.

21. Postmasters are to be careful not to certify the sufficiency of guarantors or sureties without knowing that they are persons of sufficient responsibility; and all bidders, guarantors, and sureties are distinctly notified that on a failure to enter into or perform the contracts for the service proposed for in the accepted bids, their legal liabilities will be enforced against them.

22. Present contractors, and persons known at the department, must, equally with others, procure guarantors and certificates of their sufficiency substantially in the forms above prescribed. The certificates of sufficiency must be signed by a postmaster or by a judge of a court of record. No other certificate will be admitted.

J. HOLT, *Postmaster General.*

February 1, 1860–6t.

AN ORDINANCE

To straighten and widen Pinegrove Street, in the Borough of Lebanon, from the Lebanon Valley Railroad to the North Lebanon Borough Line.

IT IS HEREBY ORDAINED by the Burgess and Town Council of the Borough of Lebanon that Pinegrove street, in said Borough, shall be straightened and widened as follows, to wit: Beginning at the Lebanon Valley Railroad thirty feet west of the south west corner of Kline & Killinger's Brick House, thence through land of Lebanon Valley Railroad Company, Wm. & P. L. Weimer, David Uriah, Henry Rechold, Mathias Brasilias, Reuben Bitner and Christian Long respectively, north 1¼° west 798 feet to a point on the North Lebanon Borough line, 30 feet west of Henry Arnold's new Brick House; and that the said street be opened and cleared to the breath of sixty feet, taking said line for the centre, for public use, and that any part or parts of the old Pinegrove road not on or within the bed of the street hereby intended to be laid out (that is from the Lebanon Valley Railroad to the North Lebanon Borough line) issued hereby vacated. And the Street Commissioner is hereby directed to notify the landholders through and along whose land said street passes to open the same and if not done within SIXTY days from the date of the service of such notice, he is hereby authorized, empowered and directed to open or cause the same to be opened

D. M. KARMANY,
Attest:—D. E. MILLER *Sec.* *Chief Burgess.*
(Passed February 2, 1860.)
Lebanon, February 9 1860.

An Ordinance

Ordaining the laying out and opening of a Street from the Northern Terminus of East Street, in the Borough of Lebanon, to the North Lebanon Borough Line.

BE IT ENACTED AND ORDAINED by the Burgess and Town Council of the borough of Lebanon, and it is hereby ordained by authority of the same: That a street for public use, of the width of fifty feet, be laid out and opened as follows to wit:—beginning at a point in the centre of East street in the borough of Lebanon, where said street intersects Strawberry alley, thence along Old Farm road through land of Abraham Light and John Wolf respectively, North 65½ degrees West 43 perches and 7-10th to a post; thence along said Old Farm road through land of John Wolf, John Hagerty, John Arnold, Abraham Light, Barnhard Rauch, Lebanon Valley Railroad Company, Henry & Stine, John Hoover, George Pfleger, Daniel Light, (Merchant,) and John Arnold, sr., respectively, North ¾ degrees West 79 perches and 6-10th to the North Lebanon Borough line; said lines to be the centre of the street, and the last passing fourteen feet east of John Hoover's house. And the Street Commissioner is hereby directed to notify the land holders through and along whose land said street passes to open the same, and if not done within sixty days from the date of the service of such notice, he is hereby authorized, empowered and directed to open or cause the same to be opened.

D. M. KARMANY, Chief Burgess.
Attest—D. E. MILLER, Secretary.
[Passed, February 2, 1860.]
Lebanon, Feb. 9, 1860.—3t.

AN ORDINANCE

Ordaining the laying out and opening of a street from the Southern Terminus of Walnut Street, in the Borough of Lebanon, to the Cornwall township line

BE IT ENACTED and ordained by the Burgess, and Town Council of the Borough of Lebanon and it is hereby ordained by the authority of the same: That a street for public use of the width of 66 feet be laid out and opened from a point in the centre of Walnut street in the Borough of Lebanon where it intersects Mary street, thence through land of Jacob Steerer, D. M. Karmany, Philip Arnold, Samuel Sheffer and John Gilbert respectively, south 5° east to the Cornwall township, said course to be the centre of the street. And the Street Commissioner of said Borough is hereby directed to notify the landholders through and along whose land said street passes, to open the same, and if not done within SIXTY days from the date of the service of such notice, he is authorized, empowered and directed to open or cause the same to be opened

D. M. KARMANY, *Chief Burgess.*
Attest—D. E MILLER, *Secretary.*
(Passed