LAND AND WYOMING VALLEYS,
THE
NORTH, NORTHWEST AND THE CANADAS
PASSENGER TRAINS
Leave the Company's Depot, THIRTEENT
and CALLOWHILL streets, Philadelphia, at the

and CALLOWHILL streets, Philadelphia, at the following hours:

MORNING MAIL,

At 8.15 A. M., for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Fallis, Buffalo, Allentown, Wilkesharre, Pittsten, York, Carlisle, Chambersburg, Hagerstown, &c., &c.

This train connects at READING with the East Pannsylvania Railroad trains for Allentown, &c., and with the Lebanon Valley train for Harrisburg, &c.; at PORT CLINTON with Catawissa Railroad trains for Wilkesbarre, Williamspo.', Lock Haven, Elmira, &c.; at HAERISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains, for Northumberland, Williamsport, York, Chambersburg, Pinegrove, &c.

AFTERNOON EXPRESS. AFTERNOON EXPRESS.
Leaves Philadelphia at 3.30 P. M. for Reading,
Pottsville, Pinegrove, Harrisburg, &c., connecting at Harrisburg with Pennsylvania Central Railroad trains for Pittsburgh, &c., Northern Central
Railroad trains for Sunbury, Northumberland,
Elmira, &c., and at Port Clinton with Catawissa
Railroad train for Milton, Williamsport, Elmira,
Buffalo, &c.

Buffalo, &c.

READING ACCOMMODATION.

Leaves Reading at 6.30 A. M., stopping at all way attaions; arrives in Philadelphia at 9.25 A. M.

Returning, leaves Philadelphia at 4.30 P. M.; arrives in Reading at 7.25 P. M.

Trans for Philadelphia leave Harrishurgat 8 A rives in Reading at 7.25 P. M.

Trans for Philadelphia leave Harrisburg at 8 A

M. and Pottsville at 9.15 A. M., arriving in Philadelphia at 1.50 P. M.

Afternoon trains leave Harrisburg at 2.00 P. M., and Pottsville at 2.30 P. M.

arriving at Philadelphia at 7.00 P. M.

Market trains, with a Passenger car attached
aves Philadelphia at 1 P. M. for Reading and all
way stations; leaves Reading at 12 Noon, and
Downingtown at 12.30 P. M. for Philadelphia and
all way stations. all way stations.
All the above trains run daily, Sundays excepted.
Sunday trains leave Pottsville at 7.30 A. M.,
and Philadelphia at 3.15 P. M..
OHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate into take the 8.15 A. M. and 4.30 P. M. trains from

points take the 8.15 A. M. and 4.30 P. M. trains from Philadelphia, returning from Bowningtown at 7.65 A. M. and 12.30 Noon. NEW YORK EXPRESS, FOR PITTSBURGH AND THE WEST. Leaves New York at 7 P. M., passing Reading at 12 midnight, and connecting at Harrisburg with Pennsylvania Railroad Express Train for Pitts-burgh. Beturning, Express Train leaves Harrisburg on

Returning, Express Train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburgh, at 6.30 A. M., passing Reading at 8.45 A. M., and arriving at New York at 1.45 P. M. Sleeping Car accompanying these trains through between Jersey City and Pittsburgh, without change.

Mail trains for New York leave Harrisburg at 8 A. M. and 2 P. M. Mail trains for Harrisburg leave New York at 6 A. M. and 12 Noon.

SCHUYLKILL VALLEY RATIROAD.

Trains leave Pottsville at 7.15 A. M. and 3.30 P. M., returning from Tuscarora at 8.05 A. M. and 8.45 P. M.

M., returning from Tuscarora & 5.69 f. M. and 8.45 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILROAD.

Trains leave Auburn at 3.45 A. M. for Pinegrove and Harrisburg, at 10 A. M. and 1.20 and 7.18

P. M. for Pinegrove only; returning from Harrisburg at 7.30 P. M. and from Pinegrove at 8.15 A.

M. and 4 and 5 P. M.

TICKETS. Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canadas. and Canadas.

The following tickets are obtainable only at the Office of S. Bradford, Treasurer, No. 227 South Fourth street, Philadelphia, or of G. A. Nicolis, General Superintendent, Beading.

COMMUTATION TICKETS,

At 25 percent, discount between any points desired for families and firms.

At 25 percent, discount between any point aired for families and firms.

MILEAGE TIOKETS,

Good for 2,000 miles, between all points, at \$45 35 each, for families and firms.

SEASON TICKETS,

SEASON TICKETS,

SEASON 1100A

For three, six, nine or twelve mouths, for holder only, to all points, at reduced rates.

OLEBGYMEN

Besiding on the line of the Road will be furnished with cards, entitling themselves and wives

nisned with cards, enturing memberyes and wives
to tickets at half-fare.

EXCURSION TICKETS,
From Philadelphia to principal stations, good
for Saturday, Sunday and Monday, at reduced
fare, to be had only at the Ticket Office at Thirteenth and Callowhill streets. FREIGHT. Goods of all desi above points from the Company's New Freight Depot, Broad and Willow streets. FREIGHT TRAINS

Leave Philadelphia daily at 6 A. M., 1 P. M., and 6 P. M., for Reading Lebanon, Harrisburg. tsville, Port Clinton, and all points beyond.
MAILS MALLS
Close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal Stations only at 2.15 P. M.

GERMANTOWN AND NORTOWN RAILROAD.

TIME TABLE.

On and after December 7th, 1863.
Until forther notice.

FOR GERMANTOWN.

Leave Philadelphia—6, 7, 8, 9, 10, 11, 12, A. M.;
1, 2, 3.10, 4, 5, 6, 7, 8, 9, 10, 11 and 12 P. M.

Leave Germantown—6, 7, 7%, 8, 8.20, 9, 10, 11, 12 A. M.; 1, 2, 3, 4, 5, 6, 6%, 7, 8, 9, 10 and 11 P. M. M.
The 8.20 down train will not stop after

The 8.20 down train will not stop after leaving Germantown.

ON SUNDAYS.

Leave Philadelphia—9.10 A. M.; 2, 7, 10% P. M.

Leave Germantown—5.10 A. M.; 1, 6, 9% P. M.

GHESTNUT HILL RAILKOAD.

Leave Philadelphia—6, 8, 10, 12 A. M., 2, 3%, 5%, 7, 9 and 11 P. M.

Leave Chestnut Hill—7.10, 8, 9.40, 11.46 A. M.

1.40, 3.40, 5.40, 6.40, 8.40 and 10.40 P. M.

Tho 3% and 5% up trains do not stop on German
sown Branch.

ON SUNDAYS.

ON SUNDAYS. Leave Philadelphia—9. 10, A. M.; 2, and 7 P. M. Leave Chestnut Hill—7.50 A. M.; 12.40, 5.40 and Leave Chestaut Hill—7.50 A. M.; 12.40, 5.40 and 9.25 P. M.
FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia—6, 8%, 11.05 A. M.; 1%, 3, 4%, 6.05, 8.05, and 11% P. M.
Leave Norristown—5, 7, 7.50, 9, 11 A. M.; 1%, and 6 P. M.
ON SUNDAYS.
Leave Philadelphia—9 A. M.; 2% P. M.
Leave Norristown—7% A. M.; 5 P. M.
Leave Norristown—6%, 7%, 8.20, 9%, 11% A. M.; 1%, 6.05, 8.05, and 11% P. M.
Leave Manayunk—6%, 7%, 8.20, 9%, 11% A. M.

Leave Manayunk-6%, 7%, 8.20, 9%, 11% A. M. f, Jand 6% P. M. ON SUNDAYS.

Leave Philadelphia-9 A. M.; 2% and 6% P. M. Leave Manayunk-7% A. M.; 5% and 8 P. M. H. K. SMITH, General Superintendent, Depot, Ninth and Green streets. OFFICE OF THE ADAMS
EXPRESS COMPANY, 320
CHESTNUT STREET, PHILADELPHIA, JANUARY

OHESTRUI GARAGES Company having enlarged The Adams Express Company having enlarged their facilities at Washington, D. C., by building their facilities at Washi their inclitites at Washington, D. C., by building a Railroad depot, and having acquired additional capacity for traneportation, are now prepared to forward Heavy Express freights, Packages and Parcels, to Washington, Georgetown, Alexandria, Annapolis, Frederick, Adamstown, Fortress Monroe, and other places South, occupied by the army, at greatly reduced rates.

Special agreements made for merchandize in large lots. Sutlers' goods and army supplies at satisfactory prices, on application at our office. Solders' parcels taken at much less than our usual rates. Heavy and bulky packages received and received for at our depot, Southeast corner of BROAD and LOOUST Streets

YOHN RINGHAM. Superintendent.

This great line traverses the Northern and Northwest counties of Pennsylvania to the city or Erie, on Lake Erie.

It has been leased by the Pennsylvania Railroad Company, and under their auspices is being rapidly opened throughout its entire length.

It is now in use for Passenger and Freight business from Harrisburg to Emporium, (195 miles,) on the Eastern Division, and from Eheffield to Erie (78 miles) on the Western Division. TIME OF PASSENGER TRAIN AT PHILADELPHIA-

Mail Train.

EAVE WESTWARD.

8.00 A. M.
Express Train.

Oars run through without change both ways on these trains between Philadelphia and Lock Haven, and between Baltimore and Lock Haven, Elegant Sleeping Cars on Express Trains both ways between Williamsport and Baltimore, and Williamsport and Philadelphia.

For information respecting Passenger business, apply at the Southeast corner of Eleventh and Market streets. And for Freight business of the Company's

And for Freight business of the Company
Agents:
S. B. Kingston, Jr., Cor. Thirteenth and MarRetsta, Philadelphia.
J. W. Reynolds, Erie.
J. M. Drill, Agent N. C. R. R. Baltimore.
H. H. HOUSTON,
General Freight Agent, Philadelphia.
LEWIS L. HOUPT,
General Ticket Agent, Philadelphia.
JOSEPH D. POTTS,
mbs General Manager, Williamsport.

TRAVELING GUIDE.

1864. ARRANGEMENTS OF NEW YORK LINES. 1864. The Camden and Ambey and Philadelphia and Trenton Raifroad Companies' Lines from Philadelphia to New York and Way Places. FROM WALNUT STREET WHARF, WILL LEAVE AS GOLOWS. VIZ. Will leave as follows, viz:

At 6 A. M., via Camden and Amboy, C. 

ed Clas do. 156
For Mauch Chunk, Allentown, Bethlehem,
Belvidere, Easton, Lambertville, Flemington,
tc., at 3 P. M.
For Mount Holly, Evansyille and Pemberton, at
6 A. M. 2 and 42 P. M.

For Mount Holly, Evansyille and Pemberton, at 6 A. M., 2 and 4½ P. M.

For Freehold, at 6 A.M. and 2 P. M.

For Falmyra, Riverton, Delanco, Beverly, Burington, Florence, Bordentown, &c., at 6 A. M., 12 M., 1, 3 and 4½ P. M. The 3 and 4½ P. M.

Lines run direct through to Trenton.

For Palmyra, Riverton, Delanco, Beverly and Burlington at 6½ P. M.

LINES FROM KENSINGTON DEPOT

Will leave as follows:

At 1 50 A. M. (Night) wis Kensington and Jersey. will leave as follows:
At 1.50 A. M., (Night) via Kensington and Jersey
City, Washington and New York Mail.
At 11.15 A. M., via Kensington and Jersey

Oity, Express.

3 66

tt 6.45 P. M. via Kensington and Jersey

Uity, Washington and New York Express 3 CO

Sunday Lives leave at 1.50 A. M. and 6.45 P.

M. There will be no line at 1.50 A. M. (Night) 3 98

on Mondays.

For Water Gap, Strondsburg, Scrafton, Wilkesburg, Montrose, Great Bend, Mauch Chunk, Allentown, Bethlehem, Belvidere, Easton, Lambertville, Flemington, &c., at 7 A. M. This Line connects with the Train leaving Easton for Mauch Chunk at 3.30 P. M.

For Burstel, Trenton, &c., at 7 and 11.15 A. M. For Bristol, Trenton, &c., at 7 and 11.15 A. M. and 3 and 5 P. M. and 3 and 5 P. M.
For Holmesburg, Tacony, Wissinoning, Bridesburg and Frankford, at 9 A.M., 5, 5.45 and 8 P.

M.

For New York, and Way lines leaving Kensington Depot, take the cars on Fifth street, above Wainut, half an hour before departure. The Cars run into the Depot, and on arrival of each Train, run from the Depot. run from the Depot.

Fifty gounds of baggage only, allowed each Passenger. Passengers are prohibited from taking anything as baggage but their wearing apparel. All baggage over lifty pounds to be paid for extra. The Company limit their responsibility for baggage to One-Dollar per pound, and will not be liable for any amount beyonds!00, except by special contract.

Graham's Baggage Express will call for and deliver baggage to the Depots. Orders to be left at No. 3, Walnut street.

deliver baggage to the Depots. Orders to be left at No. 3, Walnut street.

Jan. 20, '64 WM. H. GATZMER, Agent.
LINES FROM NEW YORK FOR PHILADELPHIA, WILL LEAVE
From foot of Courtland Street at 12M. and 4 P. M.,
via Jersey City and Camden; at 7, 10 A. M.,
6, P. M. and 12 (Night) via Jersey City and
Kensington.

Kensington.
From foot of Barciay street, at 6 A. M., and 2 P.
M., via Amboy and Camden.
From Pier No. 1, North River, at 12 M., 4 and 8
P. M., (Freight and Passengers) Amboy and Camden.

PHILADELPHIA, WILL MINGTON AND BALTIMORE CHANGE OF HOURS.
On and after WEDNESDAY, January 20, 1864, Passenger trains leave Philadelphia for Baltimore at 4.30 A. M. (Express, Mondays excepted), 8.95, 12.00, A. M., 2.30 and 11.30 P. M. Chester at 8.05, 1.15, 2.30, 3.50 and 11.00 P. M., Wilmington at 4.30, (Mondays excepted), 8.65.
1.15, 2.30, 3.50 and 1P. M.
New Castle at 8.95 A. M. and 3.50 P. M.

.15, 2.30, 3.50 and 11 P. M. New Castle at 8.05 A. M. and 3.50 P. M. Dover at 8.05 A. M. and 3.50 P. M. Milford at 8.05 A. M. Salisbury at 8.05 A. M. TRAINS FOR PHILADELPHIA.

TRAINS FOR PHILADELPHIA.

Leave Baltimore at 8.35 A. M., 9.10. A. M.

(Express), 12.45, 7.10 and 9.35 P. M.

Wilmington, at 7.15, 9 and 12.10 A. M., 12.45 P.

M., 4.20, 6.30, 11.05 P. M.

Salisbury at 12.05 P. M.

Milford at 2.35 P. M.

Dover at 6.30 A. M. and 3.55 P. M.

New Castle at 8 20 A. M. and 5.55 P. M.

Onester at 8 10, 940 A. M., 12 50, \$60, 7 14 and 11 40 P. M.

Leave Baltimore for Salisbury and intermediate stations at 7 10.

Leave Baltimore for Dover and intermediate stations at 12 45 P. M.

TRAINS FOR BALTIMORE.

Leave Wilmington at 5 35, 925 A. M., and 3 35 P. M.

Eraight Trains with Passenger Car attached.

Freight Trains with Passenger Car attached. Freight Trains with Passenger Car attached, will run as follows:
Leave Philadelphia for Perryville and intermediate places at 5 40 P. M.
Leave Wilmington for Perryville and intermediate places at 7 20 P. M.
Leave Baltimore for Philadelphia, 3 45 P. M.
Leave Wilmington for Philadelphia and intermediate places at 4 20 P. M.
SUNDAYS: Only at 4 30 A. M., 11 30 P. M.
from Philadelphia to Baltimore.
From Philadelphia to Wilmington at 4 30 A.
M., 11 P. M.

M., 11 P. M.
From Wilmington to Philadelphia at 6.30 P. M.
Only at 9 35 P M. from Baltimore to Philadel WM. STEARNS, Sup't.

NORTH PENNYLVANIA

R. R.—FOR BETHLEHEM,

DOYLESTOWN, MAUCH CHUNK, HAZLETON, EASTON, WILLIAMSPORT, &c.

WINTER ARRANGEMENTS.

THREE THROUGH TRAINS.

On and after MONDAY, Nov. 16, 1893, Passenger Trains will leave the NEW DEPOT, THIRD Street, above Thompson street, Philadelphia, daily, (Sundays excepted) as follows:

At 7 A. M. (Express) for Bethlehem, Allentown, Mauck Chunk, Hazleton, Williamsport.

The 7 A. M. train makes close connection with the Lehigh Valley Railroad, at Bethlehem, being the shortest and most desirable route to all points in the Lehigh coal region.

At 3.15 P. M. (Express) for Bethlehem, Easton, &c.

This train reaches Easton at 6.40 P. M., and ton, &c.

This train reaches Easton at 6.40 P. M., and makes close connection with the New Jersey Central for New York.

At 5.15 P. M. for Bethlehem, Allentown, Mauch Chunk.

For Doylestown at 9.15 A. M. and 4.15 P. M.

For Fort Washington at 10.15 A. M. and 6.15

P. M.
White cars of Second and Third street line
White cars of Second and Third street line City Passenger Cars, run directly to the new depot.
TRAINS FOR PHILABELPHIA.
Leave Bethlehem at 6.30 A. M., 9.30 A. M. and
6.07 P. M. Leave Doylestown at 6.30 A. M. and 3.40 P. M. Leave Fort Washington at 6.40 A. M. and 3 ON SUNDAYS.

Philadelphia for Doylestown at 10 A. M. and 4. 15 Doylestown for Philadelphia at 7.30 A. M. and 2 P. M. 

PHILADELPHIA AND ELMIRA RAILEOAD LINE.
1863. FALL AND WINTER ABRANGEMENT.
For Williamsport, Scranton, Elmira, Buffalo,
Niagara Falls, and all points in the West and
Northwest. Passenger Trains leave the Depot of
Philadelphia and Reading Railroad, cor. BROAD
and CALLOWHILL streets, at 8.15 A. M. and
3.30 P. M. daily, except Sundays.
QUICKEST ROUTE from Philadelphia to points
in Northern and Western Penns ylvania, Western QUICKEST ROUTE from Panadeipana to points in Northern and Western Penns ylvania, Western New York, &c., &c. Baggagechecked through to Buffalo, Niagara Falls, or intemediate points.

For further information apply to JOHN S. HILLES, General Agent, Thirteenth and Callowhill streets, and office N. W. cor. Sixth and Chestnut

WEST CHESTER AND PHI-LADELPHIA RAILROAD, VIA MEDIA.

On and after MONDAY, December 7th, 1863, the Trains will leave Philadelphia, from the Depot, N. E. corner of EIGHTEENTH and MARKET streets, at 8.00 and 10.45 a. M., and at 2.00 and 4.00 P. M. Trains leave the corner of Thirty-first and Market streets (West Philadelphia) 17 minutes after the starting time from Eighteenth and Market streets.

A Freight Train, with Passenger Oar attached, will leave the corner of THIRTY-FIRST and MARKET streets (West Philadelphia), at 6.36 P. M.
Trains leave West Chester at 6.40, 8.20 and 10.35
A. M., and at 1.25 and 4.35 P. M.
ON SUNDAYS,
Leave Philadelphia, at 8.00 A. M. and 2.68 P. M.
West Chester, at 7 50 A. M. and 4.00 P. M.
The Trains leaving Philadelphia at 8.00 A. M.,
and 4.00 P. M., connect at Pennelton with Trains
on the Philadelphia and Baltimore Central Ball road, for Concord, Kennett, Oxford, &c., &c.
sel4 HENRY WOOD, Superintendent.

TRAVELING GUIDE.

WEST JERSEY RAILROAD Running time of trains, com-Tunning time of trains, commencing FRIDAY, Jan. 1, 1864.

FROM WALNUT STREET WHARF.

For Cape May at 9 A. M. Returning at 6 A. M.

For Mileville, &c., at 9 A. M. and 3 P. M. Returning at 8 09 A. M. and 1 10/P. M.

For Bridgeton, &c., at 9 A. M. and 4 P. M. Returning at 6.30 A. M. and 1 30 P. M.

For Salem, &c., at 9 A. M. and 3 and 4 P. M.

Seturning at 4 and 8 A. M. and 1 10 P. M.

For M. Tory, &c., at 9 A. M. and 3, 4 and 6 P.

M. Returning at 7.00, 7.48, 9.38 A. M. and 2

45 P. M.

45 P.M. J. VAN RENSSELAER, Superintendent. SALEM RAILROAD. SALEM RAILROAD.
Running of trains, commencing FRIDAY,
Jan. 1, 1864.
From Walnut Street Wharf at 9 A. M. and 3 and
4 P. M. Freight 12 M. Returning, leave Salem
at 4 and 8 A. M. and 1.10 P. M.
Freight daily each way. Apply to MORTON
MILLS, Agent, 2d Covered Pier above Walnutst.
J. VAN RENSSELAER, Superintendent.

OAPE MAY AND MILLVILLE RAILROAD.
Running time of trains, commencing FRIDAY.
Jan. 1, 1864, from Walnut Street Wharf.
For Cape Island, Court House, Dennisville,
Tuckshoe, Port Elizabeth, and by connecting
lines of stages to all parts of Cape May county, at 9
A. M. Returning, leave Cape Island at 6 A. M.
Due in Philadelphia at 10.15 A. M.
Erseight sent or property daily. Freight sent or brought daily. Apply to MOR-TON MILLS, Agent, 2d covered Pier above Wal-

nut street.
no 12

J. VAN RENSSELAER, Sup't. PHILADELPHIA AND RAILROAD.

WINTER ARRANGEMENT.

On and after Monday, Dec. 7th, 1883, the Trains will leave Philadelphia from the DEPOT of the W. C. & P. R. R. Co., NORTHEAST CORNER OF EIGHTEENTH AND MARKET STREETS, at 8.00 A. M. and 4.00 P. M.

t 8.00 A. M. and 4.00 P. M. Returning, leave Oxford at 7.00 A. M., and 3.10 The Train leaving Philadelphia at 8.00 A. M connects at Oxford with a line of Stages for Peach Bottom, in Lancaster County, returning, leave Peach Bottom to connect with the afternoon Train for Philadelphia. HENRY WOOD, Superintendent

CO-PARTNERSHIPS.

JOTICE.—THE PARTNERSHIP HERETOfore existing between JOHN H. CURTIS and
JOHN H. CURTIS, Jr., under the firm of J H.
CURTIS & SON, REAL ESTATE BROKERS
AND AGENTS, at 433 WALNUT street, was
dissolved by the recent death of the senior partner.
The business will be continued by the undersinced at the serve large, under the same from signed at the same place, under the same firm.
fe12.121\* JOHN H. CURTIS. NOTICE.—THE CO-PARTNERSHIP hereto-

OTICE.—THE CO-PARTNERSHIP heretofore existing under the name of SHARPLESS
BROTHERS, is this day dissolved. The business
of the firm will be settled by either of the undersigned at 801 CHESTNUT street.

SAMUEL J. SHARPLESS,
OHARLES L. SHARPLESS,
HENRY H. G. SHARPLESS,
PHILADELPHIA, 1st mo., 15th, 1864.
The subscriber will continue the Dry Goods Business as successor to the old firm of Sharpless
Brethers. CHARLES L. SHARPLESS,
PHILADELPHIA, 1st mo., 15th, 1864. ja18m-th6w) PHILADELPHIA, 1st mo., 15th, 1864. ja18m-th6w) N. OTICE:—JOSEPH LEA & CO. HAYETHIS day admitted Joseph Tatnall Lea as a general partner in their House.

Their business in the city of New York will be conducted under the style of

J. & J. T. LEA & CO.,

112 Rende Street, New York.

Philadelphia, Feb. 1st, 1864. fe6.2w\*

CARD.—An unexpected event having interfered with the intended arrangements of the subscribers, it is deemed advisable to withdraw the notices of the Dissolution of Partnership and Copartnership of M B. MAHONY & OO., in which we are severally interested, that were announced on the first instant.

M. B. MAHONY,

M. B. MAHONY, J. P. STACKHOUSE, C. A. MAHONY. PHILADA, Feb. 4th, 1884. CO-PARTNERSHIP NOTICE—We have this day admitted Mr. CHARLES A. MAHONY as a partner in our house, to date from the 1st inst. The style of the firm will remain unchanged.

M. B. MAHONY & CO.
PHILADA., Feb 4, 1864.

HARRY L. UARPENTER IS THIS DAY admitted to an interest in our business.
W. & F. CARPENTER, Tailors, 825 Chestnut street. PHILA., Feb. 1, 1864. fe4-1m# WILLIAM H. HOWELL and THOMAS T.
BARR are this day admitted members of one

REYNOLDS, HOWELL & REIFF. THE UNDERSIGNED will continue the Wholeshle Grocery and Tea business, under Wholestele Grocery and Tea business, under the name and style of REYNOLDS, HOWELL & REIFF, 136 North Third street EIFF, 136 North Third street, Philadelphia. And HOWELL, BARR & CO., 94 Water street,

THOMPSON REYNOLDS, OHARLES HOWELL, BENJAMIN REIFF, WILLIAM H. HOWELL, THOMAS T. BARR. fel-lm# DHILADELPHIA, JAN. 1, 1964. -The co-partnership heretofore existing between Thomas

A. Biddle and Alexander Biddle, in the business
of Stock and Exchange Brokers, under the firm of
THOMAS BIDDLE & CO., is this day dissolved
by mutual consent. The business of the late firm by mutual consent. The business of the late firm will be settled by either of the partners at No. 326 Walnut street.

JANUARY 1, 1861.—THU ASA. BIDDLE, of the late firm of Thomas Biddle & Co., has this day associated with him HARRY PEALE, and will continue the business of Stock and Exchange Brokers, under the firm of THOMAS A. BIDDLE & OO., at No. 326 Walnut street. jai-2m O'PARTNERSHIP NOTICE.—The under-sing method this day entered into Co-partner-ship for the transaction of the DRY OOODS COMMISSION BUSINESS, under the name of JOHN H. WILLIAMS & CO., at No. 329 Chest-aut street. JOHN WIEST. PHILADA., Jan. 1, 1864. ial-3m\*

CITY ORDINANCE. CLERK'S OFFICE COMMON COUNCIL.—
PHILADELPHIA, February 5, 1854
In accordance with a resolution adopted by the Common Council of the City of Philadelphia, on THURSDAY the 4th inst, the annexed bill entitled "An Ordinance to Authorize an Additional Loan to aid the Enlistment of Volunteers," is hereby published for public information.

WM F. SMALL, Clerk of Common Council.

A N ORDINANCE TO AUTHORIZE AN ADDITIONAL LOAN TO AID THE ENLISTMENT OF VOLUNTEERS.

SECTION 1. The Select and Common Councils of the City of Philadelphia, do ordain: That the Mayor be and he is hereby authorized to borrow on the credit of the city from time to time, as may be required by the City Treasurer, such sums of money as may be required to aid the enlistment of Vounteers for the service of the United States, not exceeding in the whole the sum of Two Million, Bollars, for which unterest, not to exceeding in the whole the sum of Two Million, Dollars, for which interest, not to exceed at the rate of six per cent. per annum, shall be paid half-yearly, on the first days of July and January, at the office of the City Treasurer. The principal of said loan shall be payable and paid at the expiration of thirty years from the date of the same, and not before without the consent of holders thereof, and certificates therefor, in the usual form of such certificates of City Loans, shall be I-sued in such amount as the lenders may require, but not for any fractional part of one hundred dolliers, for irequired in amounts of five hundred or one thousand dollars, and it shall be expressed in said certificates the said loan therein mentioned, and the interest Dollars, at the said loan therein mentioned, and the interest thereof are payable free from all taxes.

SEC. 2. Whenever any loan shall be made by virtue hereof, there shall be, by force of this ordinance, annually appropriated out of the income of the corporate estat s, and from the sum raised by taxation, a sum sufficient to pay the interest on said certificates; and the further sum of three-tenths of one per cent. on the par value of such certificates so issued shall be appropriated quarterly, out of the income and taxes, to'a sinking fund, which fund and its accumulation are hereby specifically pledged for the redemption and payment of said certificates. the said loan therein mentioned, and the interes

RESOLUTION
Authorizing the Clerk to publish the Ordinance.

Resolved, That the Clerk of Common Council be authorized to publish in two daily newspapers of this City, daily for four weeks, the Ordinance presented to Common Council at a stated meeting thereof, held on the 4th day of February, 1864, entitled "An Ordinan e to Authorize an Additional Loan to aid the Enlistment of Volunteers," and the said Clerk, at the stated meeting of Councils, next after the expiration of four weeks from the said publication, shall present to Councils one of each of said newspapers for every day in which the same shall have been made.

165-4w6 RESOLUTION

DR. SCOTT'S
LIVERY STABLES,
Fork avenue, between Battonwood and Novie
streets, Philadelphia.

No. Horse that can injure another will be admitted. Livery to be paid before a Horse leaves or is taken awiy. Boarders receive medical attendance gratis. Carriages, Wagons and Saddle Horses to hire. New customers for these are most respectfully requested to bring a reference. Terms moderate, but cash payments.

MEDICAL.

LYON'S PERIODICAL DROPS NEVER FAIL TO OURE THE SUFFERING

LYON'S PERIODICAL DROPS are a specific for all female difficulties

LYON'S PERIODICAL DROPS are wonderfully adapted to obstinate cases.

LYON'S PERIODICAL DROPS are not pleasant to take, but powerful in their

LYON'S PERIODICAL DROPS never harm any one if they follow the directions.

LYON'S PERIODICAL DROPS, n cases of painful sickness, not like a charm, in vigorating, restoring and renovating the system.

LYON'S PERIODICAL DROPS are a scientifically prepare fluid preparation, and more reliable than any Pill or Powder.

LYON'S PERIODICAL DROPS are genuine only, when the name of Doctor John L. Lyon is written upon the directions, which are wrapped carefully around each bottle

LYON'S PERIODICAL DROPS are for sale by druggists in city and country every

LYON'S PERIODICAL DROPS cost but one dollar perbottle; will you waste away with anxiety and pain, when investment of one dollar will surely cure you.

LYON'S PERIODICAL DROPS will restore nature to its healthy course, wh be the indisposition.

LYON'S PERIODICAL DROPS are safe at all times when the directions are ad-

LYON'S PERIODICAL DROPS when taken regularly always, prevent sickness and is not prevention better than care?

LYON'S PERIODICAL DEOPS have stood the test of 25 years' experience.

LYON'S PERIODICAL DROPS receive the encomiums of all who use them. No lady should be without them. We have letters almost every day from ladies of the highest respectability, telling us they would not be without the French Periodical Drops for anything. Could we publish the letters we have received, they would convince the most incredulous. We have now in mind an instance of a lady who had been irregular until her constitution was nearly broken down. Her physicians told her she had the Consumption. and must die. She saw our advertisement, and came to see us. We, too, thought she was too far gone to be cured, but commenced at the cause with the Drops. They acted like a charm; and to-day she is well and healthy, a living witness of the efficacy of the French Periodical Drops, and a resident of East Hartford, Connecticut. If you are suffering any of the ills caused by irregularity, we ask you to give them a trial, and recommend them to your afflicted friends. One trial will convince the most sceptical, and never after will you be induced to be without it

LYON'S PERIODICAL DROPS

WHOLESALE DT.

JOHNSTON, HALLOWAY & COWDEN, MO. 23 NORTH SIXTH STREET, Philadelphia.

and at RETAIL

by all Dealers in medicine everywhere s \$1 per bottle.

O. G. OLARE & CO., Wholesale Druggists, Proprietors Haven, Conn. 4113-1 m. wly

MEDICAL.

MEDICAL.

M A N H O O D

AND THE

VIGOR OF YQUTH RESTORED

IN FOUR WERES, BY

DR. RICORD'S ESSENCE OF LIFE!

Dr. Ricord, of Paris, after years of earnest solicitation, has at length acceded to the urgent request of the American public, and appointed an Agent in New York for the sale of his valued and highly-prized Essence of Life. This wonderful agent will restore Manhood to the most shattered constitutions, whether arising from excesses; the effects of climate, or natural causes. The time required to care the most inveterate case is four weeks; and, if used according to printed instructions, which are very simple, failure is impossible. This life-restoring remedy sheuld be taken by all about to marry, as its effects are permanent. It is acknowledged by the medical press to be the greatest discovery ever made. Its developing powers are miraculous. Success, in every case, is as certain as that science overthrows ignorance.

Dr. Ricord's Essence of Life is sold in cases, with All instruction for use at \$20 or four energy case. is as certain as that science overthrows ignorance.
Dr. Ricord's Essence of Life is sold in cases,
with full instructions for use, at \$3, or four quantities in one for \$9, and will be sent to any part,
carefully packed, on receipt of remittance to his
accredited agent, PHILIP ROLAND,
477 Broome street,
def-3m\* One door west of Broadway. N. Y.

OPAL DENTALLINA.

A superior article for cleaning the Teeth, destroying animalculæ which infest them, giving tone to the gums, and leaving a feeling of fragrance and perfect cleanliness in the mouth. If may be used daily, and will be found to strengther weak and bleeding gums, while the aroma and detersiveness will recommend it to every one. Being composed with the assistance of the Dentist, Physician, and Microscopist, it is confidently effered as a RELIABLE substitute for the uncertain Washes formerly in vogue.

Eminent Dentists, acquainted with the constituents of the DENTALLINA, advocate its uses; is contains nothing to prevent its unrestrained employment. Made only by JAMES T. SHINN, Apotaecary.

EROAD and SPRUJE Streets
For sale by Druggists generally, and

For sale by Druggists generally, and
Fred. Brown,
Hassard & Co.,
G. R. Keeny,
I. J. Kackhouse,
Robert C. Davis,
Geo. C. Bowers,
Geo. Turnpenny, & Co.
Charles H. Eberle,
James N. Marks,
James N. Marks,
James N. Marks,
Highes & Coombe,
Henry A. Bower,
Wyeth & Bro. G. R. Keeny, Isaac H. Kay, C. H. Needles, T. J. Husband, Ambrose Smith, Thomas Weaver, William B. Webb, James L. Bispham Hughes & Coombe, Henry A. Bower,

ELECTRICITY. WHAT IS LIFE WITHOUT HEALTH.

Messrs. GRIM and ALLEN,

Medical Electricians, formerly associated with Professor Bolles and Galloway, having dissolved parinership, the practice will be continued by THOS. ALLEN, as the old established office, No. 723 North TENTH Street, between Coates and Brown where he will still treat and cure all curable diseases (whether acute, chronic, Pulmonary or Paralytic, without a shock or any pain,) with the various modifications of Electricity and Galyanism. This treattions of Electricity and Galvanism. This treatment has been found remarkably successful in all cases of Bronchitts, Diphtheria, and other diseases of the throat and respiratory organs.

A few of the diseases in which successful cures have been made are mentioned below Consumption, first and General Debility.

i General Debility.
Disenses of the Liver of Kidneys.
Diabetes.
Prolapsus Uteri (Falling of the Womb).
Prolapsus Ani (or Piles)
Nocturnal Emissions, &c., &c.
Deafness. second stages. Fever and Ague. Congestion. Erenchitis.
isfuence and Catarrh.

No charge for consultation, Office hours from 9 a. M. to 6 P. M. 7 estimonials to be seen at the office. de2-0mj ELECTRICITY.

BUNDERFUL DISCOVERY AND WONDERFUL BESULTS.

All scute and chronic diseases cured by speeial guarantee, when desired by the patient, at 1220 WALNUT street, Philadelphia, and in case of a failure no charge is made. No drugcinc the avertor with uncertain wedfan agents. ging the system with uncertain medical agents.
All cures performed by Magnetism, Galvanism or other modifications of Electricity, without another or any unpleasant sensation. For fur-

or other modifications of Electricity, without shocks or any unpleasant sensation. For further information send and get a pamphlet, which contains hundreds of certificates from some of the most reliable men in Philadelphia, who have been speedily and permanently cured after all other treatment from medical men had failed. Over eight thousand cured is less than four years, at 1220 WALNUT street.

N. B.—Medical men and others who decire a knowledge of my new discovery, can commence a full course of lectures at any time. Prof. BOLLES has qualified over one thousand physicians, who use Electricity as a specialty Consultation free. PROFS. BOLLES & GALLOWAY,

A FRIEND IN NEED-TRY IT.-DR SWEET'S INFALLIBLE LINIMENT is prepared from the recipe of Dr. Stephen Sweet, or Connecticut, the great bone setter, and has been used in his practice for the last twenty years with the most astonishing success. As an external remedy it is without a rival, and will alleviate the proper predictly than any other preparation. pain more speedily than any other preparation For all Rheumatic and Nervous Disorders it is For all Rheumatic and Nervous Disorders it is truly infalible, and as a curative for Sores Wounds, Sprains, Bruises, &c., its soothing healing and powerful strengthening properties excite the just wonder and astonishment of all who have ever given it a triai. Over four hundred certificates of remarkable cures, performed by it within the last two years, attest this fact Sold everywhere.

JUNELLE'S COMPOUND SYRUP OF DOCK.—We often hear it repeated by those who have used JUMELLE'S COMPOUND SYRUP OF DOCK, that among all the thousand remedies offered to the public, there is none of them so salutary as a cough medicine, so potent as an invigorator, so effectual as a purifying specific, and so booking and restorative in cases of physical deshooting and restorative in cases of physical de bility, nervous irritation and a general sinking or a prostration of the system.

For sale by the proprietor, F. JUMELLE, No. 1525 Market street, and by all Druggists. [164-3m] HODGSON'S BRONCHIAL TABLETS ARE found to be an indispensable found to be an indispensable requisits in the treatment of Bronchitis, Catarrh, Hoarsness, and similar complaints affecting the organs of the voice; particularly recommended by public speakers, singers, and amateurs. Prepared, wholesale and retail, by LANCASTER & WILLS.

FSTLACK'S DIPHTHERIA LOZENGES.—
These Lozenges are a safe and speedy cure for Diphtheria, Coughs, Scre Throat, Hoarseness and Bronchial Affections generally. Try them. THOMAS ESTLACK, Jr., Druggist, S. W. cor of Eighteenth and Market sts., Phila. ia28-3my TAYLOR'S ARNIOA OIL OR EMBROOATION.—A reliable article. Positively cures
Rheumatism, Neuralgia and Sprains, Frosted
Feet, Chillblains, Pains in the Limbs, Chest, Side
Back. For sale by the Proprietor, H. B. TAY Feet, Chilibiains, rails in the Back. For sale by the Proprietor, H. B. TAY Back. For sale by the Proprietor, H. B. TAY LOR, Tenth and Callowhill streets. Price no21-3m\*

JUST RECEIVED BY LATE IMPORTA
tion, Hennessey's fine Old Brandy, expressly
for medicinal use. LANCASTER & WILLS,
Pharmaceutists, N E. corner ARCH and
TENTH Sts.. Phila. EDUCATION.

BOWDOIN COLLEGE.

MEDICAL DEPARTMENT.

The 44th Annual Course of Lectures in the MEDICAL SCHOOL OF MAINE, at Bowdoin

MEDICAL SCHOOL OF MAINE, at Bowdoin College, will commence February 26th, and continue sixteen weeks. Circulars containing full information can be had on application to the Secretary, at Williamstown, Mass.

P. A. CHADBOURNE, M. D., Secretary. BRUNSWICK, 1864.

DORDENTOWN FEMALE COLLEGE, BORDENTOWN, N. J.

This Institution is pleasantly located on the Delaware River, 1½ hour's ride from Philadelphia. Special attentions paid to the common and higher branches of ENGLISH, and superior advantages furnished in Vocal and Instrumental Music. FRENOH taught by native, and spoken in the family. For Oatalogues, address Rev. JOHN H. BRAKELEY, A. M., jal4.2m\*

President.

DENTISTRY. CHARLES M. SLOCUM, DENTIST, No. 1541 VINE Street. Extracting by Electricity. No pain: fel3-6t\*

No pain:

DR. FINE, PRACTICAL DENTIST for the last twenty years, 219 VINE Street, below Third, inserts the most beautiful TEETH of the age, mounted on fine Gold, Platina, Silver, Vulcanite, Coralite, Amber, &c., at prices for neat and substantial work, more reasonable than any Dentist in this city or State. Teeth plugged to last for life. Artificial Teeth repaired to suit. No pain in extracting. All work warranted to fit. Reference, best femilies.

de29-3mb

A PPLE BUTTER, SAUCE, &c.-3,000 Cans A genuine Pennsylvania Apple Butter; i,000 cans Shaker Apple Sauce; 50 cases Condensed Cider in Cans. For sale by JOS. B. BUSSIER & CO., 100 and i10 South Wharves.

PROPOSALS. PROPOSALS FOR TIMBER AND MATE-

NAVY DEPARTMENT,
BUREAU OF CONSTRUCTION AND REPAIR.
SEA LED PROPOSALS to fornish timber and
materials for the Navy for the fiscal year ending
June 30, 1864, will be received at the Bureau of
Construction and Repair, until 10 o'clock of the
\$2d of February next, at which time the opening
will be commenced

Construction and kepair, and 100 clock of the 22d of February next, at which time the opening will be commenced

Proposals must be indorsed 'Proposals for Timber and Materials for the Navy,' that they may be distinguished from other business letters, and directed to the Chief of the Bureau of Construction and Repair.

The materials and articles embraced in the classes named are particularly described in the printed schedule; any of which will be furnished to such as desire to offer, en application to the commandants of the respective vards, or to the navy agent nearest thereto, and those of all the yards upon application to the Bureau. This division into classes being for the convenience of dealers in each, such classes only will be furnished as are actually required for bids. The commandant and havy agent for each station will, in addition to the schedule of classes of their own yards, have a copy of the schedules of the other yards for examination only, from which may be judged whether it will be desirable to make application for any of the classes of those yards. All other things being equal, preference will be given to articles of American manufacture. rican manufacture.
Offers must be made for the whole of the class at.

any yard upon one of the printed schedules, or in strict conformity therewith, or they will not be considered.
Upon application to the Bureau, to the Commandant of any yard, or to any Navy Agent, the form of offer, of guarantee, and other necessary information respecting the proposals will be The contract will be awarded to the lowest bidder who gives proper guarantees, as required by the law of 10th August, 1846, the Navy Depart-ment reserving the right to reject the lowest bid, if de-med exorbitant.

neen reserving the right to reject the lowest bid, if deemed exorbitant.

The contracts will bear date the day the notification is given, and deliveries can be demanded.

Sureties in the full amount will be required to sign the contract, and their responsibility certified to by a United States district judge, United States district attorney, collector, or navy agent. As auditional security, twenty per centum will be withheld from the amount of the bills until the contract shall have been completed, and eighty per centum of each bill, approved in triplicate by the commandants of the respective yards, will be paid by the navy agents at the points of delivery, in funds or certificates, at the option of the Government, within ten days after the warrant for the same shall have been passed by the Secretary of same shall have been passed by the Secretary of the Treasury.
The following are the classes required at the re-

The following are the classes required at the respective navy yards:

KITTERY, ME.

Class No. 1, white oak togs; No. 3, white oak promiscuous timber; No. 6, yellow pine plank stock logs; No. 11, white pine; No. 31, tin and zinc.

CHARLESTOWN, MASS. Stock logs; No. 11, white pine; No. 31, an and zanc. CHARLESTOWN MASS.

Class No. 1, white oak logs; No. 3, white oak promiscuous timber; No. 4, white oak plank; No. 6, yeilow pine plank stock logs; No. 10, white pine mast timber; No. 11, white pine logs, plank and boards; No. 12, white pine deck and stage plank, No. 13, ash logs and planks; No. 14, ash oars; No. 19, white oak staves and headings; No. 20, black struce; No. 21, locust tree nails; No. 25, iron; No. 27, iron spikes; No. 28, iron nails, wrought and cut; No. 30, lead; No. 33, hardware; No. 34, tools for stores; No. 36, white lead; No. 37, zanc pain s; No. 38, colored paints; No. 39, turpentine and varnish; No. 41, glass; No. 44, whale oil, No. 45, tallow, soap and sweet oil; No. 47, ship chandlery.

chandlery. BROOKLYN, N. Y. BROOKLYN, N. Y.

Class No. 1, white oak logs; No. 3, white oak promiscrous timber; No. 4, white oak plank; No. 6, yellow pine plank stock logs; No. 7, yellow pine beams; No. 11, white pine; No. 14, ash oars; No. 15, hickory butts and bars; No. 19, white oak staves ano.headings; No. 22, mahogany; No. 25, iron, round, flat, and square; No. 27, iron spikes; No. 28, iron nails, wrought and cut; No. 30, lead; No. 31 zinc and tin; No. 33, hardware; No. 34, tools for stores; No. 38, colored paints, dryers; No. 39, varnish; No. 41, glass; No. 47, ship chandlery.

dlery.

PHILADELPHIA.

Class No. 10, white pine mast and spar timber;
No. 12, white pine deck plank and stage plank; No. 18, locust; No. 20, black spruce; No. 21, locust treenails; No. 25, iron, round, flat, square, &c.; No. 36, steel; No. 27, iron spikes; No. 30, lead; No. 31, zince, tin, and solder; No. 33, hardware; No. 34, tools for stores; No. 36, white lead; No. 37, zinc paints; No. 38, colored paints, dryers, &c.; No. 39, varnish; No. 40, linseed oll; No. 41, glass; No. 45, tallow, soap, sweet oil; No. 47, ship chandlery; No. 48, ingot copper.

Class No. 19, white oak staves and keadings; No. 30, 1 ig lead; No. 33, hardware; No. 39, spirits of wine, varnish, &c.; No. 41, glass. ja25-m415 PROPOSALS FOR RAISING WRECKS AT NORFOLK, VA., AND IN THE VICINITY.

NAVY DEPARTMENT, February 4, 1664. PROPOSALS will be received at the Navy Department until the 3d day of March, 1864, for raising or wrecking and removing the materials, and delivering at the United States Navy Yard, Gosport, Va, the wrecks of the following ships, Frigates "Oumberland" and "Congress," at Newport News; and "Merrimack," near Graney Island. The small steamer "Whitehall," at Old Point.

Frigates "Raritan" and "Columbia," and Line-of-battle ships "Pennsylvania," "Delaware," and "Columbus," in the vicinity of the ware," and "Columbus," in the vicinity of the Navy Yard.

Bidders for this contract will take into consideration that the Government requires the Frigate "Cumberland," and whatever may be on board of her, either public or private property, to be delivered at the Navy Yard, Gosport, Va., or at an other convenient place which the Government may designate, without any further mutilation than may be absolutely necessary to raise her.

It will be required by the Government that the contractors commence as soon as practicable on contractors commence as soon as practicable on the "Cumberland," and not to engage or com-mence on any other wreck, without permission from the Government, until she is disposed of. The Government will also claim the right of designating the order in which, after the "Cumber-land," the wrecks are to be raised; also, to deternine whether a wreck shall be blasted or raised

whole.

No sale or appraisement can be claimed by the contractors on any wreck until all the vessels named shall have been removed, and duly received by the commandant, unless by authority of the Navy Department.

No wreck will be considered removed while any portion of keel or floor timbers remains.

All the wrecks, as well as fragments of timber and other material, (which may be the result of blasting,) must be deposited at the Navy Yard at such place or places as the Commandant may designate. And such property, after having been received by the Commandant, shall be considered in charge of the United States Gevernment, until disposed of agreeably to the specifications of the disposed of agreeably to the specifications of the contract to be made. All the appliances used in raising the wrecks must be furnished at the expense of the con-

The effer must state the rate per centum, or salvage, for raising and del vering each vessel, also, for wrecking; the value to be ascertained and defor wrecking; the value to be ascertained and determined by two persons to be appointed by the Department, and ore 'person to be appointed by the contractors, or on the actual proceeds of a sale at public auction, for the whole or any part, as the Department may elect. The offer must be accompanic d by the gnarantee of responsible parties that the contract will be executed if awarded. The Department reserves the right to reject all bids of parties who have not the proper means provided for executing the work, and of annulling the contract if the work is not executed in due proportion to the time fixed for completion. The proposition must also state the time required to do the work. Proposals will be marked, 'Proposals for raising wrecks at Norfolk,'' &c, so as to prevent them from being opened with other letters.

COAL.

NOAL. KUHN & HILLER,
FAMILY COAL OFFICE, No. 120 South
FOURTH Street (Northwest corner Fourth and
Library streets), Philadelphia.
Coal selected from the best Mines for Family LOGI selected from the best Mines for Family et at the lowest market prices. SP Prompt attention to Orders, and speedy Delivery. Also, Agents for PHILADELPHIA and BOSTON ICE, Families, Hotels and Offices supplied at the lowest market writes.

est market prices.

COAL.—SUGAR LOAF, BEAVER MEADOW and Spring Mountain Lehigh Coal, and best Locust Mountain from Schuylkill, prepared expressly for family use. Depot, N. W. corner EIGHTH and WILLOW streets. Office, No. 113 South SECOND street.

J. WALTON & CO. J. WALTON & CO. B. MASON BINES. THE UNDERSIGNED INVITE ATTENTION

to their stock of Buck Mountain Company's Coal, Lehigh Navigation Company's Coal, Locust Mountain which they are prepared to sell at the lowest martet rates, and to deliver in the best condition.
Orders left with S. MASON BINES, Franklin
Institute Building, SEVENTH street, below Martet, will be promptly attended to.
BINES & SHEAFF,
acc. tf Arch street where Schnviktil

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