The small steamer "Whitehall," at Old Point. Frigates "Raritan" and "Columbia," and Line-of-battle ships "Pennsylvania," "Pelaware," and "Columbus," in he 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 the "Cumberland," and not to engage or commence 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 "Cumberland," the wrecks are to be raised; also, to determine with the wrecks are to be raised; also, to determine with the state of the state of

and," the wrecks are to be raised; also, to deter-mine 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 Benartment. Navy Department.

No wreck will be considered removed whileany No wreck will be considered removed whileany 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 contract to be made.

All the appliances used in raising the wrecks

All the appliances used in raising the wrecks.

must be furnished at the expense of the con-The offer must state the rate per centum, or salvage, for raising and del vering each vessel, also, for 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 accompanied by the guarantee 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 anulling the contract if the work is not executed in due proportion for executing the work, and of annulling the contractif 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.

[68-m&th-3w.]

PROPOSALS FOR BITUMINOUS UDALS.—
Sealed Proposals will be received at the Office of the Philadelphia Gas Works, No. 20 South SEVENTH Street, until noon of FRIDAY, 22d of April, 1864, for supplying the whole or any part of Eighty Thousand Tons of Bituminous Coals, suitable for the manufacture of illuminating Gas, to be delivered on the Railroad tracks of the Gas Works at the First Ward and the Ninth Ward Sations, in the following monthly quantities: eight thousand the first ward and me Minus ward Samons, in the following monthly quantutes; eight thousand tons in each of the months of September, October, November, December, and six thousand tons in each of the months of June, July, August, 1844, and January, February, March, April and May, 1865.

The coals must be delivered fresh, dry, and of a quality approved by the Engineer of the Gas Works, as equal to the sample on which the contract is based.

works, as equal to the sample on which the contract is based.

The proposals must describe the particular variety of coals intended to be supplied and the location and name of the mine or pit from which they are to be raised. It they are of a kind not now or recently used at these Works, samples for trial of not less than fifty tons, must be delivered at the Works, on or before the 7th of April next.

The gross ion of 2240 pounds will be considered as the weight intended in the proposals, unless the contrary be expressly stated.

The Trustees reserve the right to accept any proposals in whole or in part, or to reject all, as they may deem best for the interests of the Trust, and in the event of failure on the pa tof any contractor to deliver the coals according to his acreement, both in quantity and quality, the Trustees reserve the right to buy elsewhere, whatever quantity may be required to meet the deficiency, and charge to the contractor any loss or damage arising from each failure.

Payments will be made mouthly, in two equal instalments at four and eight mouth events.

Payments will be made monthly, in two equal instalments at four and six months after the specified periods of delivery, the 15th of each month being taken as the average of the monthly deliveries, or at the option of the Trustees, will be made at earlier dates with legal interest off.

Should contractors prefer to make deliveries earlier than required, they may be received so far as they can be conveniently stored, but payments will be made to date from the time specified to the contractor. contractor.

Security for the fulfilment of centract will be

equired, and each proposal must name the mount and character of security that will be fiered.

JOHN C. ORESSON, Engineer in Chief.

EALED PROPOSALS to be endorsed "Proposals for Lamp Posts," will be received at the office of the Philadelphia Gas Works, No. 20 South SEVENTH street, until noon of TUES-DAY, March 1st, 1864, for supplying two or three hundred lamp posts, similar in pattern and weight to those now used for the public street lamps. The proposals should state the price for each post, delivered either at the shops of tha Gas Works or at the place where it is to be set, and also how many will be delivered each month if required.

JOHN C. ORESSON, feighthat Gas Works, Feb. 19, 1864. fe20tap220 Engineer in Chief.

LOST, LOST,

J CST.- \$25 REWARD.—On Thursday night,
J February 18th, 1864, a small size Ladies' GOLD
WATCH, open face gold dial, Roskeil, maker,
No. 59,775. The above reward will be past by
leaving the above watch at No. 35 South SIXTH
Street, and no questions asked.

CST-A CERTIFICATE of 5 per Cent. Loan
Of State of Pennsylvania, for \$516 05, dated
March 12th, 1830, No. 754, in name of WILLIAM
MEREDITH. Also, a Certificate of 5 per Cent.
Loan of State of Pennsylvania, for the sum of \$200,
ated June 30th, 1845, No. 1452, in name of ELI
K. PRICE, Administrator of William Meredith,
in Trust. Application has been made to the Audiin Trust. Application has been made to the Auditor-General for a renewal of said Certificates.

ELI K. PRICE,
No. 811 Arch street.

PIANOS, &U. AN ASSORTMENT of the best New York and Philadelphia Manu-ly i facturing, from \$275 upwards. Also, MELODEONS, Harmoniums and Oabinet Organs. No. 233 South FIFTH street, at the New Store; a few doors below Walnut. P. SCHULER & CO.

TRAVELING GUIDE. WEST JERSEY RAILROAD
Running time of trains, comnencing FRIDAY, Jan. 1, 1864.
ROM WALNUT STREET WHARF. FROM WALNUT STREET WHARF.

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

For Milleville, &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.

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

For M. Returning at 7.00, 7.48, 9.38 A. M. and 2
45 P. M.

45 P.M. J. VAN RENSSELAER, Superintendent.

Running in of trains, commencing FRIDAY, Running vo 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, 1564, from Walnut Street Wharf.
For Cape Island, Court House, Dennisville,
Tuckahoe, 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.
Freight sent or brought daily. Apply to MORTON MILLS, Agent, 2d covered Pier above Walnut street.

nut street, no 12 J. VAN RENSSELAER, Sup't. PHILADELPHIA AND BALTIMORE CENTRAL

RAILROAD.

WINTER ARRANGEMENT.

On and after Monday, Dec. 7th, 1963, the Trains will leave Philadelphia from the DEPOT of the W. C. & P. R. Co., NORTHEAST CORNER OF EIGHTEENTH AND MARKET STREETS, at 8.00 A. M. and 4.00 P. M.

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

HENRY WOOD, \$814 for Philadelphia.

TRAVELING GUIDE. READING RAILROAD.
GREAT TRUNK LINB
FROM PHILADELPHIA TO THE INTERIOR
OF PENNSYLVANIA, THE SOHUYLKILL, SUSQUEHANNA, OUMBERLAND AND WYOMING VAL-

MORTH, NORTHWEST AND THE CANADAS
PASSENGER TRAINS
Leave the Company's Depot, THIRTEENT
and CALLOWHILL streets, Philadelphia, at the

and OALLOWHILL 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 Falls, Buffalo, Allentown, Wilkesbarre, 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, Williamspor', Lock Hayen, Elmira, &c.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains, for Northumberland, Williamsport, York, Chambersburg, Pinegrove, &c.

AFTERNOON EXPRESS.

Schuylein and Susyabert, York, Chambersburg, berland, Williamsport, York, Chambersburg, Pinegrove, &c., 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 Catswissa Railroad train for Milton, Williamsport, Elmira, Buffalo, &c.

Buffalo, &c.
READING ACCOMMODATION.

burgh. Returning, 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 Oity and Pittsburgh, without change.

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

SCHUYLKILL VALLEY RAILEOAD.

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.

6.45 P. M. SOHUYLKILL AND SUSQUEHANNA RAIL-BOAD.
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.
The following tickets are obtainable only at the Office of S. Bradford, Treasurer, No. 227 South Fourth street, Philadelphia, or of G. A. Nicole, General Superintendent. Reading. General Superintendent, Reading. COMMUTATION TICKETS, At 25 per cent. discount between any points de-

At 25 per cent. discount of the state of the street for families and firms.

MILEAGE TICKETS,

Good for 2,000 miles, between all points, at \$46 36 Glergymen

Glergymen

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CLERGYMEN

Residing on the line of the Road will be furaished with cards, entitling themselves and wives
to tickets at half-fare.

EXOURSION 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.

FREIGHT.

Goods of all descriptions forwarded to all the 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, Pottsville, Port Clinton, and all points beyond.

MAILS

Chose 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.

On and after December 7th, 1863.

Until further notice.
FOR GERMANTOWN.

Leave Philadelphia—G, 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—G, 7, 7½, 8, 8, 20, 9, 10, 11, 12 A. M.; 1, 2, A. M.; 1, 2, 3, 4, 5, 6, 6½, 7, 8, 9, 10 and 11 P. M.

M. M.; 1, 2, 3, 4, 5, 6, 6½, 7, 8, 2, 10 and 11 F. M.

The 8.20 down train will not stop after leaving Germantown.

ON SUNDAYS.

Leave Philadelphia.—9, 10 A. M.; 2, 7, 10½ P. M.

CHESTNUT HILL RALLEOAD.

Leave Philadelphia.—6, 8, 10, 12 A. M., 2, 3½, 5½, 7, 9 and 1 P. M.

Leave Chestnut Hill.—7, 10, 8, 940, 11, 46 A. M.

1, 40, 3, 40, 5, 40, 6, 40, 8, 40 and 10, 40 P. M.

The 3½ and 5½ up trains do not stop on Germantown Branch.

ON SUNDAYS.

Leave Philadelphia.—9, 10, A. M.; 2, and 7 P. M. 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 Chestnut Hill—7.50 A. M.; 12.40, 5.40 and 9.25 P. M.
FOR CONSHOHOOKEN AND NORBISTOWN.
Leave Philadelphia—6, 8%, 11.05 A. M.; 1%, 3, 4%, 6.05, 8.05, and 11% P. M.
Leave Norristown—6, 7, 7.50, 9, 71 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
FOR MANAYUNK.
Leave Philadelphia—6, 8%, 11.05 A. M.; 1%, 3, 4%, 6.05, 8.05, and 11% P. M.
Leave Manayunk—6%, 7%, 8.20, 9%, 11% A. M.
2, 5 and 6% P. M. Leave Philadelphia... 9 A. M.; 2% and 6% P. M.
Leave Philadelphia... 9 A. M.; 2% and 6% P. M.
H. K. SMITH, General Superintendent,
Depot. Ninth and Green streets.

OFFICE OF THE ADAMS
EXPRESS COMPANY, 326
OHESTNUT STREET, PHILADELPHIA, JANUARY The Adams Express Company having enlarged The AdamsExpress Company having enlarged their facilities at Washington, D. C., by building a Raliroad depot, and having acquired additional capacity for transportation, 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. Soldiers' parcels taken at much less than our usual rates.

Heavy and bulky packages received end received for at our depot, Southeast corner of BROAD and LOCUST Streets

10HN BINGHAM. Superintendent This great line traverses the Northern and Northwest counties of Pennsylvania to the city or Erie, on Lake Erie Frie, 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 Sheffield to Erie (78 miles) on the Western Division.

TIME OF PASSENGER TRAIN AT PHILADELPHIA—

Mail Train

LEAVE WESTWARD. And for Freight business of the Company's Agents: S. B. Kingston, Jr., Cor. Thirteenth and Mar-

S. B. Ringston; Jr., Cor. Thirteenth and Marketsts., 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,
MAS General Manager, Williamsport.

TRAVELING GUIDE. 1864. ARBANGEMENTS OF NEW YORK LINES. 1864. The Camden and Ambey and Philadelphia and Trenton Ratiroad Companies' Lines from Philadelphia to New York and Way Places.
FROM WALNUT STREET WHARF,

modation (Freight and Passenger). 175
At 6, P. M. via Camden and Amboy, Accommodation (Freight and Passenger), 1st Class Ticket. 225
dd Class do. 156
At 7X P. M., via Camden and Amboy Accommodation (Freight and Passenger)

d Class do. 156

At 7% P. M., via Camden and Amboy Accommodation. (Freight and Passenger's) ist
Class Ticket. 225

d Clas do. 156

For Mauch Chunk, Allentown, Bethlehem, Belvidere, Easton, Lambertville, Flemington, &c., at 3 P. M.

For Mount Holly, Evansville and Pemberton, at 6 A. M., 2 and 4% P. M.

For Palmyra, Riverton, Delanco, Beverly, Burington, Florence, Bordentown, &c., at 6 A. M., 12 M., 1, 3 and 4% P. M.

Lines run direct through to Trenton.

For Palmyra, Riverton, Delanco, Beverly and Burlington at 6% P. M.

Lines run direct through to Trenton.

For Palmyra, Riverton, Delanco, Beverly and Burlington at 6% P. M.

LINES FROM KENSINGTON DEPOT

Will leave as follows:

At 1.30 A. M., via Kensington and Jersey
City, Washington and New York Mail.

At 11.15 A. M., via Kensington and Jersey
City Express. 360

At 4.30 P. M., via Kensington and Jersey
City, Washington and New York Express 360

Sunday Lit es leave at 1.50 A. M. and 6.45 P.

M. There will be no line at 1.50 A. M. (Night) on Mondays.

For Water Gap, Stroudsburg, Scranton, Wilkesbarre, Monitrose, Great Bend, Mauch Chunk, Allentown, Bethlehem, Belvidere, Easton, Lambertville, Flemington, &c., at 7 A. M. This Linsconnects with the Train leaving Easton for Mauch Chunk at 3.30 P. M.

For Bristol, Trenton, &c., at 7 and 11.15 A. M.

Buffalo, &c.

READING ACCOMMODATION.

Leaves Reading at 6.30 A. M., stopping at all way stations; 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 at 4.30 P. M.; arrives in Philadelphia at 4.30 P. M.; arriving in Philadelphia at 1.50 P. M.

Afternoon trains leave Harrisburg at 8 A.

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

Arriving at Philadelphia at 7.00 P. M.

Market trans, with a Passenger car attached, aves Philadelphia at 1.700 P. M.

Market trans, with a Passenger car attached, aves Philadelphia at 1.20 P. M. for Philadelphia and Downingtown at 12.30 P. M. for Philadelphia at 1.50 A. M., and 6.45 P. M., und Philadelphia at 3.15 P. M.

All the above trains run daily, Sundays excepted. Sunday trains leave Pottsville at 7.30 A. M., und Philadelphia, returning from Downingtown and intermediate points take the 8.15A. M. and 4.30 P. M. trains from Philadelphia, returning from Downingtown at 7.05 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 Pittsburgh.

Returning, Express Train leaves Harrisburg on

burg 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 Walnut, half an hour before departure. The Cars run into the Depot, and on arrival of each Train, run from the Depot, and on arrival of each Train, run from the Depot.

Fifty pounds of baggage only, allowed each Passenger. Passengers are prohibited from taking anything as baggage but their rearing apparel. All baggage over fifty 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 beyond \$1000, 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.

Jan. 20, '61 WM. H. GATZMER, Agent.

LINES FROM NEW YORK-FOR PHILADEL-PHIA, WILL LEAVE

From foot of Courtland Street at 12M and 4 P.M., via Jersey Oity and Comden; at 7, 10 A.M., 6, P. M. and 12 (Night) via Jersey Oity and

via Jersey City and Camden; at 7, 10 A. m., 6, P. M. and 12 (Night) via Jersey City and 6, P. M. and 12 (Night) via Jersey City and Kensington. From foot of Barclay 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.

Camden.

PHILADELPHIA, WILL
RATEROAD.

CHANGE OF HOURS.

On and after WEDNESDAY, January 20, 1964,
Passenger trains leave Philadelphia for
Baltimore at 4.30 A. M. (Express, Mondays excepted), 8.05, 12.00, A. M., 220 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 8.05 A. M. and 3.50 P. M.

Villington, at 7.15, 2.30, 110 mtays excepted), 5.65.

1.15, 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.

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.

Milford at 2.35 P. M.

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

New Castle at 8.30 A. M. and 5.55 P. M.

Chester at 8.10, 9.40 A. M. 10.5 5500 T. M. and

Chester at 8 10, 9 40 A. M., 12 50, 500, 7 14 and 11 40 P. M. Leave Baltimore for Salisbury and intermediate Leave Baltimore for Dover and intermediate tations at 12 45 P. M.

TRAINS FOR BALTIMORE.

Leave Chester at 240, A. M., 300 P. M.

Leave Wilmington at 535, 925 A. M., and 335

Leave Wilmington at 5 35, 9 25 A. M., and 3 35 P. M.
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 latermediate places at 7 20 P. M.
Leave Wilmington 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.
From Wilmington to Philadelphia at 6.30 P. M.
Only at 9 35 P M. from Baltimore to Philadelphia.

WM. STEARNS, Sup't. NORTH PENNSYLVANIA
R. R. FOR BETHLEHEM,
DOYLESTOWN, MAUCH CHUNK, HAZLETON, EASTON, WILLIAMSPORT, &c.
WINTER ARRANGEMENTS.
THREE THROUGH TRAINS.
On and after MONDAY, Nov. 16, 1863, 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, Mauch 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 5.40 P. M. and

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

This train reaches Easton at 6.40 P. M., and makes close connection with the New Jersey Contral 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 City Passenger Cars. run directly to the new deport. City Passenger Cars. run directly to the new depot.
TRAINS FOR, PHILADELPHIA.
Leave Bethlehem at 6.30 A. M., 9.30 A. M. and
6.07 P. M. Leave Poylestown at 6.30 A. M. and 3.40 P. M. Leave Fert Washington at 6.40 A. M. and 3. P. M. P. M.

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 RAILROAD LINE.

1863. FALL AND WINTER ARRANGEMENT.
For Williamsport, Scranton, Elmira, Buffalo,
Kiagara 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
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. C. Sciences.

Thirteenth and Callowhill streets, and office N. W. cor. Sixth and Chestnut WEST CHESTER AND PHILADELPHIA RAILROAD, VIA MEDIA.
WINTER ARRANGEMENT.
On and afrer MONDAY, December 7th, 1863, the Trains will leave Philadelphia, from the Depot, N. E. corner of EIGHTEENTHAND MARKET streets, at 8.00 and 10.45 A. M., and at 2.00 and 10.45 A. M. and at 2.00 and Market streets (West Philadelphia) 17 minutes after the starting time from Eightpenth and Market streets. After the starting small and the streets.

A Freight Train, with Passenger Uar attached, will leave the corner of THIRTY-FIRST and MARKET streets (West Philadelphia), at 6.30

Trains leave West Chester at 6. 40, 8.20 and 16.35
A. M., and at 1.25 and 4.35 P. M.

(No. 200 and 1.25 a road, for Concord, Kennett, Oxford, &c., &c. sel4 HENRY WOOD, Superintendent.

MEDICAL. LYUN'S PERIODICAL DROPS NEVER FAIL TO OURE THE SUFFERING

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

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

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O. G. OLARK & CO., Wholesale Druggists, Proprietors, Haven, Conn. 4255-1 D. WIV

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Messrs. GRIM and ALIEN,

Medical Electricians,
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and Galloway, having dissolved partnership, the
practace will se continued by THOS. ALLEIN, at
the old established office, No. 723 North TENTH
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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 Galvanism. This treatment has been found remarkably successful in all
cases of Bronchitis, 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.

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Consumption, first and General Debility.

Second stages.

Paralysis.

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Fever and Ague.

Congestion.

Congestion.

Congestion.

Proleanus Uteri (Falling of the Womb).

Proleanus Ani (Or Bilica) Paralysis,
Neuralgia.
Fever and Ague.
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Asthma. Prolapsus Ani (or Piles) Nocturnal Emissions, Dyspepsia. Rheumatism. ac., ac. Deafness.

Bronchitis. Deafness.
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No charge for consultation, Office hours from
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Dr. Ricord, of Paris, after years of earnest solicitation, has at length acceded to the argent 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 sonstitutions, whether arising from excesses, the effects of climate, or natural causes. The time required to cure 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 should 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 fell instructions for use, at \$20 or four quantities in one for \$9, and will be sent to any part, carefully packed, on receipt of remittance to his accredited agent,

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so salutary as a cough medicine, so potent as an invigorator, so effectual as a purifying specific, and
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For sale by the proprietor, F. JUMELLE, No. 1525 Market street, and by all Druggists. [fe4-3m] ODGSON'S BRONCHIAL TABLETS ARE found to be an indispensable requisite in the treatment of Bronchitis, Catarrh, Honsness, and similar complaints affecting the organs of the vioice; particularly recommended by public speakers, singers, and amateurs. Prepared, wholesale and retail, by LANCASTER & WILLS. DSTLACK'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. ja28-3m\$ TAYLOR'S ARNICA OIL OR EMBROCA-TION.—A reliable article. Positively cures Rheumatism, Neuralgia and Sprains, Frosted Feet, Chillblains, Pains in the Limbs, Chest, Side Rack. For sale by the Proprietor, H. B. TAY-LOR, Tenth and Callowhill streets, Price, 25 cents. JUST REOEIVED BY LATE IMPORTA
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ALKINS, 10 and 2 South Delaware avenue. EXTRA SPARKLING CHAMPAGNE OIL DER, af wholesale. Grocers and shippers in vited to examine. P. J. JORDAN, 220 Pear street, below Third and Walnut streets. J. F. DUNTON,
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Agency of GRUSO Eand CAMPELL SHERRIES,
ERNEST IRROY & CO.'S CHAMPAGNES,

Golden Star Brand. Ay Grand Mousseux, BRANDIES, PORTS and MADEIRAS. au:6 OUTLERS and SHIPPERS, ATTENTION.— CHAMPAGNE CIDER, warranted, now in fine order for Shipping. For sale, wholesale only, at 220 Pear st., below Third and Walnut sts. not 500 barrels pure CHAMPAGNE CIDER now offered for sale, at 220 PEAR street, below no4

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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 families.

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FOR ALEXANDRIA. GEORGETOWN and WASHINGTON—Hand's Steam Line, via Canal—Every Wednesday at 12 M., and every Saturday at 8 A. M. Steamer L.EADER, Captain Callahan.

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These steamers form a semi-weekly line between Philadelphia and the above ports, sailing regularly as advertised, and carrying freight lower than by any other route. Freights received every day and bills of lading given. Apply to THOMAN WEBSTER, 14 North Wharves.

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SAILING REGULARLY AS ADVERTISED.
The A 1 Extreme Clipper Ship.
WIZARD KING. WIZARD KING
Is now rapidly loading at pier 11, East River.
This beautiful clipper comes to her bertin with a large portion of her cargo on board, and having large engagements will fill rapidly.
We commend the WIZARD KING to all shippers to San Francisco as the most desirable vessel now loading, and invite inspection.
Shippers will confer a tayor by sending their freight immediately alongside.

BISHOP, SON & CO.,
If 105 Arch street, above Front.

Ca. FOR LAGUAYRA and PUERTO CA-

FOR LAGUAYRA and PUERTO CABELLO.—The bark WHITE WING will sail for the above ports on Wednesday, February 24th. For treight or passage, apply to JOHN DALLETT & CO., 128 Walnut street. 1220-41

FUR BARBADOS—The British schooner FRANCIS COFFIN, Couzens, master, will commence loading on Monday next, the 22d inst., and will meet with quick dispatch. GEORGE ALKINS & CO., Nos. 10 and 12 South Delaware avenue. The fast sailing regular packet bark COMET Captain P. H. Morrison, having two-thirds of her cargo engaged, will have quick dispatch for the above port. For balance of freight or passage, apply to WORKMAN & CO. 123 Walnut street. EAGLE LINE FUR HAVANA—Wanted a small neutral vessel to load as above; good dispatch and good rates guaranteed by J. E. BAZLEY & CO., 122 South Wharves. fe19-5t

FOR BUSTON—Express Line—To Sail this Day—The fire packet schooner OAKES AMES, Captain French. is now receiving freight at Callowhill street wharf, and will sail for the above port with prempt dispatch. For freight, apply to DAVID CCCPER. IS North Wharves. FUR BUSTON—Express Line—The fine packet schr SEARSVILLE, (lapt. Sears, is now receiving freight at Arch street wharf, and will sail for the above port with prompt dispatch. For freight, apply to DAVID COOPER, is North Wharves.

FOR NEW YORK—Express Line—The fine packet schooner JOHN FARNUM, Captain Hall, is now receiving freight at Callow-hill street wharf, and will sail for the above port with prompt dispatch. For freight, apply to DA-VIII COOPER. Is North Wharves

JOHN Shindlek & Sons, Sall-MAKER, No. 244 North WARVES, below Vine street, Philadelphia. All work done in the best manner and on the lowest and most favorable terms, and warranted to give peffect satisfaction. mhl5-tf Purticular attention given to repairing.

THE UND-RSIGNED having rented their Ship Yard, located between Queen and Christian streets, with the Marine Railway and Sectional Dry Dock, to A. S. SIMPSON & BRO. take this opportunity of expressing their thanks to their friends and patrons for their long and continued kindness. their friends and patrons for their long and continued kindness.

A. S. SIMPSON & BRO. being practical Shipwrights and Cahlkers, we recommend them to our late customers and those that have vessels to repair, and are confident whatever is entrusted to them will be carefully attended to.

ja30-lm*

J. SIMPSON & NEIGL.

PHILADELPHIA, Feb. 1, 1861.

PHILADELPBIA, Feb. 1, 1864.

CTEAMSHIP NAXON, FROM BOSTON.—
Consignees of merchandise per above vessel will please send for their goods, now landed on wharf above Pine street. HENRY WINSOR & CO., 532 South Wharves.

CONSIGNEES' NOTICE.—The bark IDDO KIMBALI., Ulmer, master, from Now Orleans, will commence discharging her cargo at (Tatham's wharf), South street wharf, this (Thursday) morning. Consignees please attend to the reception of their goods, and oblige WORK—
MAN & CO.. 123 Walnut street.

CONSIGNEES: NOTICE The last Tayon CONSIGNEES' NOTICE.—The bark Texas, Captain J. F. Horton, from New York, is now discharging her cargo at south street wharf. Consignees will please attend to the receipt of their goods, as they will remain on the wharf at their risk. J. E. BAZLEY & CO., No. 122 South Wharves.

TOBACCO AND SEGARS. TOBACCO.—30 cases Anderson's Navy Pounds; 28 hhds old Mason County Leaf; 27 cases old Pennsylvania Leaf. For sale by BOLDIN & WARTMAN, No. 105 North Water street. fel8 K ENTUCKY TOBACCO.—Dark heavy Kentucky Tobacco, suitable for shipping, in store and for sale by GEORGE ALKINS, 10 and 12 South Delaware avenue DENNSYLVANIA SEED LEAF TOBACUO.

—114 Cases Ponnsylvania Seed Leaf Tobacco,
Wrappers and Fillers, and Old Osvendish for sale
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Ja29

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THE RIDGWOOD PIPE AND TOBACCO CASE.

The cheapest, most useful, compact and convenient article ever manufactured. Call and inspection.

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