From our Third Edition of Yesterday. From Washington.

[Special Despatch to the Bulletin.]
WASHINGTON, Feb. 6.—The Senate Post Office Committee are considering the proposition as to the propriety of the Government taking under its charge the telegraph lines of the United States. Before anything is done in the matter, the Post Master General's views about the subject will be ascer-

The House Post Office Committee no not favor the proposition of allowing the South-ern postmaster to receive stamps on credit, The Ways and Means Committee are making but little progress in the report of the Tax Commission. It will take several weeks to mature the proposed amendment. Congress seems to be decidedly averse

tongress seems to be decidedly aversa to making any commercial arrangement at present with the Canadas.

The recommendations of the Generals to strike out the Veteran Reserve Corps from the Army bill, is disapproved by both the Senate and House Military Committees.

Report of the United States Revenue Commission. WASHINGTON, Feb. 6.—The special report of Mr. Hayes, of the United States Revenue Commission, was submitted to Congress today. It recommends a special permanent tax of seven-tenths of one per cent. in specie or one per cent. in lawful money upon all securities and other indebtedness of the United States owned at the time of the passage of this act, eitner in the United States or abroad. The proceeds to be held and applied as a trust fund for the payment of the public debt. The majority of the Com-

The New Military Grade.

WASHINGTON, Feb. 6th.—The House
Committee on Military Affairs to-day voted to report the bill creating the grade of general in the army of the United States.

The pay is increased over that of a Lieut.

General \$130 per month, but there is no increase in allowance or commutations of

mission were opposed to the proposition but agreed that Mr. Hayes might present it

Large Paper Mill Destroyed. CHICAGO, Feb. 6.—The St. Charles Paper Mill, St. Charles, Illinois, the largest in the West, was destroyed by fire on Sunday night. The loss amounted to \$110,000, for which there was an insurance of \$20,000.

XXXIXTH CONGRESS-FIRST SESSION. WASHINGTON, Feb. 6, 1866, SENATE.—Mr. Sumner (Mass.), from the Committee on Foreign Relations, reported a bill to authorize the appointment of a diplo-matic representative to the Republic of Do-

Mr. Willey (W. V.) offered a resolution, which was adopted, instructing the Com-mittee on the Judiciary to report a bill for the payment of the loyal citizens of the late rebellious States for quartermaster's stores taken from them for the use of the United

States armies.

The morning hour having expired, the joint resolution to amend the Constitution

was taken up.
Mr. Doolittle (Wis.) presented as a substitute for the proposition before the Senate, a ioint resolution to amend the Constitution, by basing the representation upon the number of voters in each State.

Mr. Sumner resumed the floor in con-

tinuation of his argument commenced yesterday.

House—The Speaker laid before the House the report of Mr. Hays, one of the Treasury Commissioners, on the subject of taxation in general and a sinking fund,

Ways and Means.

The House resumed the consideration of the bill to extend the powers of the Freed-

which was referred to the Committee on

man's Bureau.

Mr. Stevens (Pa.) offered a substitute retaining nearly all of the provisions of the original bill, but providing for homestead rights to the occupants of land, and-con-firming those of the occupants, who settled under General Sherman's order, in their

The House passed the bill as amended by the Committee on Freedmen's affairs, con-fining its operation to those States in which the privileges of the writ of habeas corpus were suspended on Feb. 1st, 1866. The vote on the above was 136 year to 33

Arrival of a Steamer Bosron, Feb. 6.—The steamer Palestine, which put back to Liverpool disabled in the January gales, arrived here to-day.

Markets.

New York, Feb. 6th.—Cotton is dull, at 48c. for middlings. Flour has an advancing tendency for sound, but unsound qualifies are heavy; sales of 8.500 bbls, at \$8 58,685 25 for State, \$8 50,6810 35 for Western, \$8 35,685 at for Ohio: Southern unchanged; 600 bbls sold; Canada firmer; 350 bbls sold at \$86,811 10. Wheat quiet, but firm.—Corn dull. Beef steady. Pork buoyant at \$90,680 for mess. Lard buoyant at \$15c@17%c; Whisky dull and nominal. \$30 12½ for mess. Lard buoyant at \$15c@17%c. Whisky dull and nominal.

New York, Feb. 6th.—Stocks are dull and lower. Chicago and Rock Island. 99%; Illinois Central, 44%; Michigan Southern, 67%; N. Y. Central, 87; Pennsylvania Coal, 62; Reading. 97%; Hudson. River., 99%; Canton Co., 434; Missourl 68, 79; Erle., 76%; Western Union, 56%; U. S. Coupons 1881, 103%; Ditto 1862, 103%; Ditto 1864, 102½; Treasury; 7 3-10°s, 99%@99%; Gold 189%.

BALTIMOBE, Feb. 6.—Flour is dull and heavy. Wheat firm. Seeds very dull, and White is 3t lower. Oats firm. Seeds very dull. Clover, \$3698 12%. Provisions steady. Pork firm, with a downward tendency. Whisky dull at \$2 25.

The Laie Fires in Franklin and on Benneheff Run.

The fire in Franklin, Pa., on Thursday last, was a very disastrous one, the loss being estimated at a quarter of a million of dollars. Both the Citizen and Spectator printing establishments were completely destroyed, the books and subscription lists alone being saved. The loss is estimated as follows: McGough & Brigham, \$15,000, insured for \$8,000. Masonic Hall Company, \$15,000; insured for \$8,000. R. Lamberton, Stanford & \$15,000; insured for \$8,000. R. Lamberton, \$50,000; insured for \$6,000. Stanford & Connelly, \$14,000; insured at \$9,000. Stanford & Brothers, \$8,000; insured for \$3,500. J. G. Lamberton, \$25,000; no insurance. Willard Lindsay, \$1,000. B. A. Plumer, estate, \$55,000; insured for \$1,000, Mrs. De Wolff, \$1,500; no insurance. Woodburn Bros., \$6,000 to \$7,000. W. A. Cooper, \$12,000; Dale & Plumer, \$4,000; D. Stanford, \$1,200; Smith & Wallace, \$6,000; G. W. & A. Plumer, \$20,000; insured for \$20,000. R. L. G. W. Smith, \$1,500; G. W. & A. Plumer, \$20,000; insured for \$20,000. R. L. Cochran, \$4,000, no insurance; Smiley & McDowell, \$4,000, no insurance; Mrs. Mays, \$8,000. There are other losses, more or less. Both of the printing offices had recently been refitted with new type and rejuting material, and the loss of the and printing material, and the loss of the proprietors is consequently heavy. The Citizen, through the kindness of Mr. S. D. Page, of the Reno Times, has been enabled

to issue a half sheet. The great fire on Bennehoff Run. last Tuesday, was fortunately not so destructive as at first reported. The fire originated from sparks from a smoke stack, which were communicated to a tank at the Getty well, containing 2,500 barrels of oil. Nearly twelve thousand barrels of oil were burned, valued at \$57,000, and tanks, derricks, en valued at \$57,000, and tanks, derricks, engines and engine houses, valued at \$30,000, making the total loss nearly \$88,000. A tank belonging to the Ocean Oil Company, containing 2,880 barrels of oil, was greatly charred by the fire, but escaped destruction,

From Liberia. Intelligence to a late date has been received from Liberia. The H. P. Russell, which left Baltimore Nov. 4th with 172 of the freedmen from in and near Lynchourg. Va., under the auspices of the American Colonization Society, arrived at Monrovia about the middle of December. Letters from some of these emigrants state that they had a pleasant voyage, that all had enjoyed and were in good health, and that they were delighted with their "fatherland." The health of the large company of Barbadians who reached that Republic in May last had greatly improved, and they were generally employed in clearing land and in commencing business operations. They promise to

be a valuable addition to that interesting country.
The Liberia Herald of November 1st reports a large increase in the exports of the country. Within the last five months five country. Within the last five months five vessels have loaded with oil, chiefly at the Liberian ports of entry. They took on an average sixty thousand gallons of oil. This does not include the oil taken off by tran-

sient traders."

Two or three of our small and swift naval steamers would do much on the West African coast in stimulating and protecting American trade in that region. Let our flag and men-of-war be permanently re established in the African waters, thus greatly aiding American merchants in securing their share of a commerce which promises to be a wonder in extent and value.

CITY BULLETIN.

Managing a Drunken Man.-Yesterday afternoon three individuals, one of whom had taken a little too much liquor, passed along Sixth street, and when near Market, one of the men desired to purchase something in a store. He did not want to take his drunken companion into the establishment. After considerable discussion rather a novel expedient was was hit upon to not only effectually keep the intoxicated man from following the others, but to prevent him from wandering away. He was run up against an iron awning post and his coat was buttoned around it. He remained in that resisting forces the same and the remained run up against an iron awning post and nis coat was buttoned around it. He remained in that position for some time and until re-leased by a policeman, who was compelled to tear all the buttons from his coat before he could get him loose.

FRIGHTFUL ACCIDENT.-A man named Ldward Guay, was killed this morning, between eight and nine o'clock, at Alexan-der's steam saw mill, Nos. 336 and 338 New Market street. He was employed in the mill, and at the time of the accident, was engaged in oiling the machinery. His brother, unaware of the position of the man, started the saw, and the upper bolt struck Guay in the temple, crushing it in and causing instant death. The deceased was 36 years old, and leaves a wife and several children.

VAGRANTS DISPOSED OF.—The First District Police Station, being very comfortably fitted up, is much resorted to by persons seeking for lodgings. The number of nightly visitors of that character has recently become so large that the officers have been greatly annoyed, and it frequently happens that there are not sufficient accommodations for the prisoners. Last night an extra raid was made by the lodgers, and this morning twenty-four were committed to prison for thirty days as vagrants.

SELLING CATTLE ON SUNDAY.-Benjamin Cook and George Marks were arrested yesterday upon the charge of having sold cattle on Sunday, at the Union Drove Yard, in West Philadelphia, contrary to law. They were before Alderman Allen, and each was fined soven dollars. fined seven dollars.

FREAKS OF LIGHTNING.—One of the most remarkable freaks of lightning ever recorded took place at the house of Judge McNeill, in the town of Middleport, Illinois, on the 27th of January. The family circle, consisting of Judge McNeill and wife, a little son his stancon Mr. Judgen A. Tot little son, his stepson, Mr. Lucian A. Tat-man, a step-daughter, Mrs. Elder and hired girl, were seated in the family dining-room, and a little grand-daughter was sleeping in an adioining bedroom. A reverse expl the Judge's house. One ran along the brick foundation to within a few feet of the door of the room in which the group were sitting, of the room in which the group were sitting, and then followed up a joist some fifteen inches and burst through the plaster to the bottom of the leaf of a table which was standing against the wall; thence over the table upon Mr. Tatman's shoulder, who sat leaning gainst the table. A portion of the fluid table. A portion of the fluid ran over and a portion under his arm, and uniting, ran down his leg and leaped upon Judge McNeill, first striking him on the ckie on the back part of his pants, cours ing its way down the thigh and leg to the foot, where, bursting open his boot, it escaped to the stove on which his foot was resting at the time he was struck. The judge's little son was thrown from the chair in which he was sitting, but without being hurt; nor were any of the others in the room injured. The other two columns of fluid performed almost equally eccentric manœuvres. Each of the gentlemen had a penknife in their pockets, which were completely polarized. No one was seriously

FROM ALABAMA.—Capt. C. J. Lewis, the militia commander of Russell county, Ala., issued an order disarming the negroes, whereupon General Swayne, the Freedmen's Commissioner, addressed a letter to him denouncing his order in the strongest terms, and threatening severe punishment terms, and threatening severe punishment for any, "unlawful" acts he or his men might commit. The troops had been withdrawn from Russell county, but in consequence of this affair the garrison has again been sent there. This occurred within the past week.—N. O. Delta.

CAPT. FISKE relates finding in Idaho a Mr. Murphy, who endeavored to sell him a mine he owned for \$12,500. Capt. Fiske declined to buy, and a few months after Murphy sold the property to New York capitalists for \$175,000. A few weeks before I was at Owybee, an acquaintance, in com-pany with another, discovered a silver lead. He sold his half for \$1,100. While we were there, one-fifth of the same half was sold for \$30,000, gold.—Corres. Spring. Repub.

Sales at Philadelphia Stock Board.

COAL.

AMASON BINES.

THE UNDERSIGNED INVITE ATTENTION TO their stock of Buck Mountain Company's Coal.

Lehigh Navigation Company's Coal, and Lecust Mountain;

which they are prepared to sell at the lowest market rates, and to deliver in the best condition.

Orders left with S. MASON BINES, Franklin Inestitute Building, SEV ENTH street, below Market, will be promptly attended to. BINES & SHEAFF, Schuylkill, Se6, if see, If Arch Street Whart, Schuylan,
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 WIL
LOW streets. Office, No. 112 South SECOND street,
mhz?

J. WALTON & CO.



AND STRAINER. For Sifting Flour, Meal, Buckwheat, Sauce and all other articles requiring a seive.

SPENCER'S

PATENT

State and County

RIGHTS FOR SALE. It is one of the most useful inventions for domestic use ever offered to the public. The flour is sifted in one-quarter the time (and much better than by any other process) by putting the dour in the top of the Sifter, then, by turning the crank; the filour passes through the sleve with great rapidity. Clean, very fine and light. This Sifter has no India rubber rollers to grind up the dirt such as bugs fiverms, files, &c. but sifts till articles and leaves the dirt remaining in the sleve; the Sifter is made of tin, is very neat and easy to keep clean. It is the only Sifter now in use that gives SATISFACTION. Every sifter is warrant et. He sure and sake for shearer's leaving time side of the control of

TRAVELING GUIDE. NORTH PENNSYLVANIA B R-THE MIDDLE ROUTE-Shortest and most direct line to Bethlehem, Allentown Mauch Chunk, Hazletos, White Haven Wilkesbarre, Mahanoy City, and all points in the Lehigh and Wyol ming Coal Regions.

Passenger Depots in Philadelphia THIPD ming Coal Regions.

Passenger Depots in Philadelphia, THIRD street above Thompson, and corner of BERKS and AMERICAN streets:

Mahanoy City, and all points in the Lehigh and Wyoi ming Coal Regions.

Passenger Depots in Philadelphia, THIRD street above Thompson, and corner of BERKS and AMERI CAN streets:

WINTER ARRANGEMENT.

NINE DAILY TRAINS.

On and after Mondey, Nov. 20th, 1885, Passenger trains leave the Depot, Third street, above Thompson, daily (Sundays excepted), as follows:

AT 7.30 A. M.—Morning Express for Bethlehem and and Principal Stations on North Pennsylvania Rall-road, connecting at Bethlehem with Lehigh Valley Raliroad for Allentowin, Catasauqua, Elatington, Manch Chunk, Weatherly, Jeanedville, Hazleton, White Haven, Wilkeebarre, Kingston, Pitiston, and all points in Lehigh and Wyoming Valleys, 1860, in connection with Lehigh Milton and Williamsport. Arrive at Mauch Chunk at 11,45 A.

H.; at Wilkesbarre at 245 P. M.; at Mahanoy City, and Wilkesbarre at 245 P. M.; at Mahanoy City at 1870, and Wilkesbarre at 245 P. M.; at Mahanoy City and Wilkesbarre at 245 P. M.; at Mahanoy City at 1870, and 1970, and 19

Railroad and for Danyme, wanted for Lansdale, stop AT 6.15 P. M.—Accommodation, for Lansdale, stop all intermediate Stations. ring at all intermediate Stations.
At 11 P. M. Accommodation for Fort Washington,
TRAINS FOR PHILADELPHIA.
Leave Bethlehem at 6.25 and 10.02 A. M., and 6.15 P. M. Passengers leaving Easton at 2.30 A. M., connect at Bethlehem and arrive in Philadelphia at 12.25 P. M. Passengers leaving Wilkesbarre at 1 P. M., connect at Bethlehem at 6.15 P. M., and arrive in Philadelphia

Passengers leaving Wilkesbarre at 1 P. M., connect at Bethlehem at 6.15 P. M., and arrive in Philadelphia at 8.45 P. M.

Leave Doylestown at 6.20 A. M. 8.15 and 6.20 P. M.

Leave Lansdale at 6.10 A. M.

Leave Fort Washington at 10.50 and 2.15 P. M.

ON SUNDAYS.

Philadelphia for Bethlehem at 9 A. M.

Philadelphia for Doylestown at 3 P. M.

Doylestown for Philadelphia at 7-20 A. M.

Bethlehem for Philadelphia at 7-20 A. M.

Bethlehem for Philadelphia at 4 P. M.

Fifth and Sixth Street Passenger Cara conv y passengers to and from Berks Street Depot.

White Cars of Second and Third Streets Line convey passegners to Third Street repot.

Tickets must be procured at the Ticket Offices, THIRD street of fare.

ELLIS Chark, Agent.

Hillman's Baggsee Express will call for and deliver Baggsee at the Depot.

Office, No. 118 South THIRD street.

TOR NEW YORK.—The Camb

Office, No. 118 South THIRD street. no14-121

The property of the Cambridge of the Cambridg

At 6 and 11.20 P. M., via Camden and Amboy, Accommodation,
(Freight and Passenger) 1st Class Ticket, 2 25
4 Class Ticket, 1 50
At 6 and 10A.M. 2 and 5 P. M. For Mount Holly, Ewansville, Pemberton and Vincentown, At 6 A. M., and
2 P. M. for Freehold.
At 6 and 10 A. M. 12 M. 3.00, 5, 6 and 11.30 P. M. for Palmyra, Riverton, Delanco, Eeverly, Edgewater, Burlington, Florence, Bordentown, &c. The 10 A. M.
and 5 P. M. Line runs direct through to Trenton.
LINES FROM KENSINGTON DEPOT will leave
as tollows:

City Express 2 25 The 6.45 P. M. Line will run dally. All others Sun-The 6.45 P. M. Line will run daily. All others Sundays excepted.
Att.80 and 11.15 A. M., & 3.29, 4.39, 5 and 6.45 P. M., and 12 Midnight, for Bristol, Trenton. &c.
Att.80 and 11.15 A. M., & 3.29, 4.39, 5 and 6.45 P. M., and 12 Midnight, for Bristol, Ternion. &c.
Att. A. M., 1050, 3.5, and 6.P. M. for Cornwells, rorrisdale, Holmesburg, Tacony, Wissinoming, Bridesburg and Frankiord and at 8.P. M. for Holmesburg and Intermediate Fistions.
BELVIDERE DELA WARE RAILROAD, for the Delaware River Valley, Northern Pennsylvania, and New York State, and the Great Lakes. Two through trains daily (Sundays excepted) from Kensington Denot, as follows:

pot, as follows:

At 7.30 A. M. and 3.50 P. M. for Niagara Falls, Rufalo, Dunkirk, Canandaigua, Eimira, Ithaca, Owego, Rochester, Binghampion, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre Scranton, Strondsburg, Water Gap, Belvidere, Eastons, Lambertville, Flernington, &c. The 3.50 P. M. Line connects direct with the Train leaving Easton for Mauch, Chunk, Allen he Train leaving Easton for mauch Chunk, Allentown, Bethlehem, &c.

At P. M. for Lambertville and intermediate Stations

For New York, and Way Lines leaving Ken
sington Depot, take the cars on Fifth street, above
Walnut, haif an hour before departure. The cars run
into the Depot, and on arrival of each Train, run from
the Depot. On Sandays, Quanbusses will leave Walnut street whart at 6 P, M. to connect with 6.45 P. M
line.

nut street what at 6 P. M. to connect with 6.40 P. M. line.
Fifty Pounds of Baggage only, allowed each Passenger. Passengers are prohibited from taking anything as baggage but their wearing apparel. All baggage over fifty pounds to be paid for extra. The Company imit their responsibility for baggage to to be Dollar per pound, and will not be liable for any amount beyond 100. except by special contract.

**End Tickets sold and baggage checked direct through to Boston.
Graham's Baggage Express will call for and deliver baggage at the Depots. Orders to be left at No. 3 Walnut street.

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

LINES FROM NEW YORK FOR PHILADELPHIA:
Will leave from foot of Cortland street, at 12 M and Will leave from foot of Cortland street, at 12 M. and 4 P. M., vis Jersey City and Camden. At 7, 10 and 11% A. M., 6 P. M. and 12 Night via Jersey City and Kentharton. sington.
From Pier No. 1 N. River, at 6 A. M. and 2 P. M.,
From Pier No. 1 N. River, at 6 A. M. and 2 P. M.,
Via Amboy and Camden. At 12 M., 3 and 6 P. M.,
(Freight and Passenger), via Amboy and Camden.
WM. H. GATZMER, Agent.

(Freight and Passenger), via Amboy and Camden, WM. H. GATZMER, Agent. WM. H. GATZMER, Agent. PENNSYLVANIA CENTRAL PENNSYLVANIA CENTRAL WINTER ABRANGEMENTS.

The trains of the Pennsylvania R. R. will leave the New Depot at Thirtieth and Market streets.

The cars of the Market Street Passenger Radway run to and from this Depot. They also leave Front street every two minutes, commencing one hour previous to the time of departure of each Train and allow about 30 minutes for a trip. Then cars are in waiting on the arrival of each Train to convey Passengers into the City, and connections are made with all roads crossing Market street.

ON SUNDAYS—Cars leave Eleventh and Market streets at 6.45 P. M., to connect with the Pittsburgh and Eric Mail, and at 10.25 P. M. with Phitadelphia Exdress.

Maun's Ragrange Express will herpaffur be leaved at

dress.

THUS:

ERIE EXPRESS
MAIL TRAIN
PAOLI TRAIN
PAOLI ACCOM., No. 1
FAST LINE.
PARKERURG,
COM.,
LANCASTER ACCOM.,
LANCASTER ACCOM.,
PAOLI TRAIN, No. 2
PITTSBUEGH & ERIE MAIL
PHILADELPHIA EXPRESS
ABRUYE
ARRIVE at 7.20 A. M. at 8.00 A. M. "10.00 M. "19.00 M. "1.00 P. M. 2.20 " 4.00 " "5.80 " "7.80 " PHILADELPHIA EXPRESS "1.10"

PHILADELPHIA EXPRESS "1.10"

CINCINNATI EXPRESS "1.10"

PHILADELPHIA EXPRESS "7.10"

PHILADELPHIA EXPRESS "7.10"

PARKESBURG "9.30"

ERIE EXPRESS "11.20"

LANCASTER TRAIN "12.30 P. M.
FASTILINE "1.10"

FAOLI ACCOM., No. 2 "4.40"

BAY EXPRESS "5.55"

HARRISBURG ACCOM., "8.40"

Philadelphia Express leaves daily. Pittaburgh and Exic Mail leaves daily (except Saturday). All other Trains daily—except Smiday.

The Pennsylvania Bairoad (b. will not assume any risk for Baggage exceeding that amount in value, will be at their reponsibility to One Humbred Dollars in value, All Baggage exceeding that amount in value, will be at the risk of the owner, unless taken by special contract. For further information, as to time and connections, see bills and framed cards, or apply to.

THOMAS H. PARKE.

PHILADELPHIA AND BALITIMORE.

PHILADELPHIA AND BALITIMORE.

MORE CENTRAI. RAURGAD.

to FRANCIS FUNK, No. 187 book street.

PHILADELPHIA AND BALITIMORE CENTRAL RAILROAD.

WINTERARKANGEMENTS.—On and after WEDNEEDAY. October 18th, 1885, the trains will leave Philadelphia from the depot of West Chester and Philadelphia Railroad, cerner of Thirty-first and Market
streets, (West Philadelphia), at 8.05 A. M., and 4.80 P.
M. Leave Oxford at 6.50 A. M., and 3.10 P. M. A market train will leave the Rising Sun, on Thesdays and
Fridays, for Philadelphia, at 10.45 A. M., and returning
will leave Philadelphia for Rising Sun, on Wednesdays
and Saturdays, at 2.15 P. M.

The train leaving Philadelphia at 8.05 A. M., connects
at Oxford with a daily line of stages from Peach Bottom is Lancaster. Returning leaves Peach Bottom to
connect at Oxford with the afternoon train for Philadelphia. Passeagers are allowed to take wearing apparel. only as, baggage, and is no case will the Company be responsible for an amount exceeding \$100.

216.013 Sec. 14. WOOD. General Superintendent.

H. WGOD. General Superintendent.

OFFICE OF THE ADAMS EXPRESS COMPANY, 820 CHEST.

THE Adams Express Company have enlarged their.

Indilities at Washington, D. C., by building a Railroad
Deppt, and having acquired additional capacity for

transportation, are now, prepared to forward Heavy
Express freights, Packages and Parcels to Washing.

Adamstown, Fortiess Mobroe, and other "are South,

occupie by the army, at greatly reduced, Acs.

Special agreements made for Merchandise in Targe
lotal Sattler's goods and army supplies at satisfactory

prices, on application at our office. Soldiers parcels

taken at minch less than our usual rates.

Heavy and bulk y-packages received and receipted
for at our depot, Southeast corner of BROAD and LO.

OUST streets.

JOHN BINGHAM.

TRAVELING GUIDE. PHILADELPHIA TO THE INTERIOR OF PENNISYLVANIA. THE SCHUYLKILL, SUSQUERAN, NA. CUMBERLAND AND WYOMING VALADES, WINTER ARRANGEMENT OF PASSRIGER TRAINS leaving the Company's Depot, THIR. TEENTH and CALLOWHILL Streets, Philadelphia at the following hours:

TEENTH and CALLOWHILL Streets, Philadelphia at the following hours:

At 8 A. M., for Reading, Lebanon, Harristone, Politaville, Pine Grove, Tamequa, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffallo, Allendown, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hegerstown, &c. &c.

This train connects at READING with the East Pennsylvania Relivoad trains for Allentown, &c.; and with the Lebanon Valley train for Harrisburg, &c.; at PORT CLINTON with Catswissa Rallroad trains for Williamsport, Lock Haven, Elmira, &c., at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Suaguehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, &c. Northtmerland, Williamsport, York, Chambersburg
Pinegrove, &c.

AFTERNOON EXPRESS.

Leaves Philadelphia at 3.30 P. M. for Reading, Pottaville, Harrisburg, &c., connecting with Reading and
Columbia R.H. trains for Columbia &c., and with Catawissa Railroad train for Milton, Williamsport, Elmira,
Buffalo, &c.

wiss Railroad train for Milton, Williamsport, Eimira, Buffalo, &c.

READING ACCOMMODATION.

Leaves Beading at 6.30 A. M., stopping at all waystations; zrrives in Philadelphia at 9.30 A. M.,

Returning, leaves Philadelphia at 9.30 P. M.; arrives in Reading at 7.30 P. M.

Trains for Philadelphia leave Harrisburg at 7.25 A. M., and Pottsville at 8.30 A. M., arriving in Philadelphia at 12.45 P. M. Afternoon trains leave Harrisburg at 1.45 P. M., and Pottsville at 2.45 P. M.; arriving at 1.45 P. M., and Pottsville at 2.45 P. M.; arriving at Philadelphia at 7.65 P. M.

Harrisburg accommodation leaves Reading at 7.25 A. M. and Harrisburg at 9.00 P. M.

Market train, with 7 rassenger car attached, leaves Philadelphia at 12.45 noon for Reading and all way sistions; leaves Reading 11.30 A. M., and Downingtown 12.30 P. M. for Philadelphia and all way stations.

All the above trains run dally, Sandays excepted.

Sanday trains leave Pottsville at 8.00 A. M., and Philadelphia at 5.15 P. M.

CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediatepoints take the 8.00 A. M. and 4.30 P. M. trains from Philadel.

CHESTER VALUE I RELIGIOUS PROSESSES FOR DOWNINGSOWN and intermediate points take the 8.00 A. M. and 4.30 P. M. trains from Philadelphia; returning from Downingtown at 7.05 A. M. and pbia, returning from Downingtowr at 7.05 A. M. and 250 Noor.

THE WEST.

Leaves New York at 9.00 A. M. and 8 P. M., passing Reading at 1 A. M., and 1.45 P. M. and connecting at Harrisburg with Pennsylvanis, and Northern Central Radiroad Express Trains for Pittsburch, Chicago, Williamsport, Elmira, Baltimort, &c. Returning, Express Train leaves Harrisburg on arrival of Fennsylvania Express from Pittsburgh, at 3 and 9.05 A. M., passing Reading at 4.49 and 10.32 A. M., arriving at New York 19 A. M., and 2.65 P. M. Sleeping Our accompanying these trains through between Jersey City and Pittsburgh, without charge,

Mail train for New York leaves Harrisburg at 1.45 P.

M. Mail train for New York leaves New York at P.

NOON.

M. mail train for Historian Mon.

SCHUYLKILL VALLEY RAILROAD.

Trains leave Potsville at 6.5, 11 A. A. and 7.15 P. M., recorning from Tamsqua at 7.55 A. M., and 1.40 and 4.15 P. M.

SCHUYLKILL ANDSUSQUEHANNA RAILROAD.

Trains leave Anburn at 7.45 A. M. for Pinegrove and Trains leave Anburn at 7.45 A. M. for Pinegrove Anburn at 7.45 A. M. fo

SUBLYLKILL AND SUSQUEHANNA RAILROAD.
Trains leave Auburn at 7.45 A. M. for Pinegrove and Harrisburg, and at 1.50 P. M. for Pinegrove and Tramont, returning from Harrisburg at 4.60 P. M. and from Tremont at 7.00 A. M. and 6.00 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 obtained only at the Office of S. Bradford, Tressurer, No. 227 South Fourth street, Palisdelphia, or of G. A. Nicolls, General superintendent, Reading.

OMMUTATION TICKETS.

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

At 25 per cent., discount between and for families and firms.

MILEAGE TICKETS,
Good for 2,000 miles, between all points, at \$22 50 each, for families and firms.

SEASON TICKETS. SEASON TICKETS.

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

CLERGYMEN

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

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.

hill streets.

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 5.30 A. M., 12.45 noon and 6 F. M., for Reading, Lebanon, Harrisburg, Pottaville, Port Clinton, and all points beyond.

MALLS

MAILS
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.

cipal Stations only at 215 F. M.

PHILADELPHIA, WILMING.

RAPICH AND CONTROL

RAPICH AND CONTROL

PHILADELPHIA, AND CONTROL

PHILADELPHIA

PHILADEL Baltimore and Washington, stopping at Chester, Claymont Windington; Newark, Elkton, North-East, Perryville, Havre-de Grace, Aberdeen, Perryman's, Magnolia and Stemmer's Run.
Night Express at 11.15 P. M. 107 Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newark, Elkton, North-East, Perryville and Hayre-de-Grace,
Passengers by boat from Baltimore for Fortress Monroe, Norfolk, City Point and Richmond will take the 9.15 A. M. Train.
As an additional accommodation for those holding through ticaets for Baltimore, Washington and Southern points, a special car will leave the Phisadelphia Depot at 11.30 A. M., connecting at Gray seriery with the Morning Express train from new York WILMINGTON ACCOMMODATION TRAINS, stopping at all stations between Philadelphia and Wilmington.

mington.

Leave Philadelphia at 8.15, 1l.15 A.M., 2.50, 5 00 and 7.00

P. M. The 3.50 P. M. train connects with the Deiaware Railroad for Minford and intermediate stations.

Leave Wilmington 7.00, 8.15 and 8.50 A. M., 3,00 and

5.00 P. M.

Trains for Newcastle leave Philadelphia at 8.15 A.

M., 8.20 and 5.00 P. M.

TEROUGH TRAINS FROM BALITMORE

Leave Wilmington at 1.9 0M 4.20 and 3.5 P.M.

TEROUGH TRAINS FROM BALTIMORE
Leave Wilmington at 12.00 M, 4.20 and 4.85 P.M.
CHESTER FOR PHILL DELPHIA.
Leave Chester at 8.01, 8.58 and 10.14 A. M., 12.56, 2.42,
5.01, 5.44 and 10.29 P. M.
Prom Baltimore to Philadelphia.—Leave Baltimore
8.55 A. M., Way Mall. 1.10 P. M., Express, 6.35 P. M.,
Express, 9.25 P. M., Express
An Accommodation Train for Havre-de-Grace and
intermediate stations, will leave Baltimore at 4.10
P. M. P.M.
Trains for Baltimore leave Chester at 9.52 A. M.,
3.23 and 11.50 P. M.
Trains for Baltimore leave Wilmington at 12.27, 5.18
10.33 A. M., and 4.00 P. M.
SUNDAY TRAINS.
Express Train at 4.63 A. M. for Baltimore and Washington, atopping at Wilmington, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Magnolia and Stemmer's Run.

race, Aberdeen, Perryman s, magnetic and Wash-ler's Run. Night Express 11.15 P. M. for Baltimore and Wash-Chester. Thurlow, Linwood ngton, stopping at Chester, Thurlow, Linwood, and any and the stopping at Chester, Thurlow, Linwood, Expression of the stopping and Havre de Grace.

A Special Train will leave Philadelphia far Wilmingon and Intermediate Stations at 3.4.9. M A special rain willies we rinisatelpina for wilmington and intermediate Stations at 3.00 P. M. A.
BALTIMORE FOR PHILLADELPHIA.
Leave Baltimore at 9.25 P. M., stopping at Havre de
Grace, Perryville and Wilmington. Also stop at Elkton and Newark (to take passengers for Philadelphia
and leave passengers from Washington or Battimore)
and Chester to leave passengers from Baltimore or
Washington. and Chester to leave passengers from Eattimore or Washington.

A special train will leave Wilmington for Philadelphia and Intermediate Stations at 6.89 P. M.

Freight train with passenger car attached will leave Wilmington fer Perryville and intermediate stations at 6.00 P. M.

H. F. EENNEY, Superintendent.

WEST OHESTER AND PHILA HEDIA, VIA MEDIA.
WINTER ARRANGEMENTS.
On and after WEDNESDAY, October 18th, 1865, the On and after WEDNESDAY, October 18th, 1865, the trains will leave as follows:

WEST CHESTER TRAINS,
Leave Philadelphia for West Chester 8.05, 11.00 A.M.,
2.15, 4.30 and 8.00 P. M.
Leave West Chester for Philadelphia 6.45, 8.15, 10.45
A.M., 1.40, 4.33 P. M.
Trainsleaving West Chester at 8.15 A.M. and leaving Philadelphia at 4.50 P. M., will not stop at Pennelton, and will stop below B. C. Junction at Media only.

Leave Philadelphia for Pennelton 4.00 and 11.00
P.M.
Leave Pennelton for Philadelphia 200 A.M. 6.00 P. M. Leave Pennelton for Philadelphia 9.02 A. M., 6.20 P. M. These Trains stop at all intermediate Stations. ON SUNDAYS—Leave Philadelphia at 8.30 A. M.

ON SUNDAYS—Leave Philadelphia at 8,50 A. m. and 2.00 P. M.

Leave West Chester 7.55 A. M and 4.00 P M.

Trains leaving Philadelphia at 8.05 A. M. and 4.30 P. M., and leaving West Chester at 8.15 A. M., and 4.35 P. M., connect at B. C. Junction with Trains on the P. and B. C. R. R. for Oxford and intermediate points.

EF Passengersjate allowed to take wearing apparel only as Baggage, and the Company will not, in any case, be responsible for an amount exceeding one hundred dollars, unless a special contract is made for the same. HENRY WOOD, General Superintendent This great line traverses the Northern and Northwest counties of Pennsylvania to the city of Erie, on Lake Erie.

It has been leased and is operated by the Pennsylvania Railroad Company. yania Railroac Company.

TIME OF PASSENGER TEAINS AT PHILADELPHIA.

Erie Mail Train

Erie Mail Train

Erie Express Train

1 00 P. M.

Erie Mail Train

Erie Express Train

7 20 P. M.

Erie Express Train

Passenger cars run through on Erie Mail and Express

Trains without thange, both ways, between Philadelphia and Erie.

Trains without change, both ways, detween ransaction phia and Eric.

Leave New York at 8 of P. M., arrive at Eric 3 37 A. M. Leave Reive at Eric 3 57 A. M. Leave Reive at Eric 3 57 A. M. Leave Reive at Eric 3 57 A. M. No change of cars between Eric and New York. Lis P. M. No change of cars between Eric and New York. Elegant Steeping Cars on all Night Trains.

Bor Intermediate Steeper and Market Trains. Bor Intermediate Print Heart Heart Steeper Steeping Passenger Jouiness apply afterner THIETITH and MARKET arreas. Philadelphia.

And for Freight business, of the Company's Agonts: S. B. Kingston, Jr., corner Thirteenth and Market Steephiladelphia. J. W. Beynolds, Eric. William Brown, Agent, N. C. R. M., Haldmore.

William Brown, Agent, N. C. R. M., Haldmore.

General Freight Agent, Philadelphia.

General Ticket Agent, Philadelphia. General Ticket Agent, Philadelphia,

A. L. TYLER.

General Sup't., Williamsport,

TRAVELING GUIDE.

P.M. Leave Chestmut Hill—7.40 minutes, A. M.; 12.40, 5.46 and 9.25 minutes P. M. FOR CONSHOHOCKEN AND NORRISTOWN. Leave Philadelphia—6, 8.35, 11.05 minutes, A. M.; 1½ 8, 4½, 5½, 6½, 8.05, and 11½, P. M. Leave Norristown—5%; 7, 7.50, 9, 11, A. M.; 1½, 4½, 6 Leave Norristown—5%, 27, 7.50, 9, 11, A. M., 1%, 4%, 6 and 8 P. M.
The 5% P. M. train will stop at School Lane, Wisse-hiekon, Manayunk, Spring Mills and Conshohocken

only.

ON SUNDAYS.

Leave Philadelphia-9 A. M. 2½, and 7 P. M.
Leave Norristown-7 A. M. and 5 P. M.
Leave Philadelphia-6, 8.25, 11.05 A. M.; 1½, 3, 4½, 5½.

Leave Philadelphia-6, 8.25, 11.05 A. M.; 1½, 3, 4½, 5½.

Leave Manayung-6½, 7½, 8.20, 9½, 11½, A. M.; 2, 5.

6% and 8, P. M.

ON SUNDAYS 6% and 8, P. M.

ON SUNDAYS.

Leave Philadelphia—9 A. M.; 2% and 7 P. M.

Leave Manayunk—7; A. M.; 5% and 8 P. M.

W. T. WILSON, General Superintendent,

Depot, Ninth and Green streets,

W. T. WILSON, General Superintendent,
Depot, Ninth and Green streets,
PHILADELPHIA AND ELMICATAWISSA RAILROAD.
Short line to Williamsport, Elmira, Oil Regions, Erle,
Buffalo, Niegara Falls, Suspension Bridge, and all
places in the Western, North Western and South Western States and the Canadas.
Four throngs trains daily (Sundays excepted).
Leave Philadelphiz and Leave North PennsylvaReading R. R. Lepot.

8 A. M.

3.30 P. M.

3.30 P. M.

By all these trains direct connection is made at Elmira with Erie railway; at Salamanca with Atlantic
and Great Western railway; at Junkirk and Buffalo
with Lake Shore R. R.; and at Suspension Bridge
with Great Western railway.
Fare always as low as by any other line,
Sleeping cars on all night trains.
Second class cars with cushloned seats accompany
each express train, giving passengers the advantage
of high speed with low fare.
For through tickets and further particulars concern
ing the routes, apply at the.

Ticket Office, 425 Chestinut street.

N. VAN HORN, Pes. Agt.

N. VAN HORN, Pas. Agt.

WEST JERSEY RAILBOAD

TELINES From fost of Market street

Commencing WEDNESDAY, NOVEMBER 15th, 1855.
For Bridgeton, Salem, and all Stations on West Jersey and Salem Railroads, at 9 A. M. and 3.30 P. M. For Miliville and all intermediate Stations, at 9 A. M. and 8 P. M. For Miliville and all intermediate Stations, at 9 A. M. and 3 P. M.

M. and 3 P. M.

For Cape May and intermediate Stations, at 9 A. M., to Miliville connecting with freight train (Passenger car attached) for Cape May, due 3.6 P. M. and 3.00 P. M. through passenger, due 8.00 P. M. and 3.00 P. M. For Glassboro' and intermediate Stations, at 9 A. M. 3 and 3.30 P. M.

For Woodbury, Gloucester, du., at 9 A. M., 3, 3.50, and 5.00 P. M.

Freight train willleave Philadelphia from Sandford's Wharf at 10 A. M., and Camden, at 12 M.

J. VAN RENSSELAER, Superintendent.

THE WEST JERSEY EXPRESS COMPANY Will attend to all the usual branches of Express Brusness, receive, deliver, and forward, through other responsible Express Companies, to all parts of the contry, any article entrosted to them. A Special Messenger accompanies each through train. Office, NO, 5 Walnut street

WALMUSTREET WILMINGTON AND BALTIMORE BAIL-BOAD VIA BALTIMORE AND OHIO
BAIL-BOAD BALTIMORE AND OHIO
THROUGH FREIGHT DEPARTMENT,
DEPOT, BEOAD BIREET, ABOVE CHERRY, The undersigned will continue the General Freight Agency of the Philadelphia, Wilmington and Balti-timore Baltroad, for Philadelphia, by way of the above route to the West.

Shippers and the public generally are assured that the organization of through trains secures to Freight regular transit and prompt delivery to all parts parts. For through rates and inther information, apply to A. COWTON & CO.,

General Freight Agents

General Freight Agents.

JOHN B. WILSON, Freight Agent,

Office, Sixth street, abov e Chestrus. FOR NEW YORK—BY THE NEW FORK—BY THE NEW FORK—BY THE NEW FARE.

ON AND AFTER MONDAY, JAN. 8TH, 1886. the Express Train of the Raritan and Delaware Bay Railroad will leave Camden, from Vine Street Ferry at 1P. M.

Lhrough in five hours. Fare \$2.00. Excursion Tickets good for three days, \$3.00.

Tickets good for three days, \$3.00.

Freight Train leaves at 12 10 P. M. and arrives in New York next morning.

FROM NEW YORK. Express line leaves Pier No. 8 at 12.20 P. M. and arrives in Camden at 5.30 P. M.

at 12.20 P. M. and arrives in Camden at 5.30 P. M. Freight and Accommodation line leaves at 4 P.M. and arrives at Camden at 11 P. M. Freight taken at low rates. Apply to L. B. Cole, Agent Cooper's Point, Camden. 186-tf W. S. SNEDEN. Superintendent. BUSINESS CARDS.

HOOP SKIRTS of Hopkins' "own make," at No. 528 ARCH Street, These Skirts are gotten up expressly to meet the wants of first-class trade, and embrace every size and style for Ladles, Misses and Children, which, for finish and durability, have no equal in the market, and warranted to give satisfaction. Also, constantly on hand, a full assortment of good Eastern made Skirts, from 15 to 40 springs, at very low prices, Skirts made to order, altered and repaired. Wholesale and retail. 1013-6mi altered and repaired. Wholesale and retail. noisemi E. C. ENIGHT & CO., WHOLESALE GROCERS, L. S. E. Cor. WATER and CH. STNUT streets, Philadelphia. Agents for the sale of the Products of the Southwark Sugar Reinery and the Grocers' Sugar Hruse, of Philadelphia. [31-1yr] CEORGE SHARP, Patentee and manufacturer of the BALL PATTERN SILVER WARE, No. 411 Prune street. JAMES A. WEIGHT. THORNTON PIES CLEMENT A.
GRISCOM. THEODORE WRIGHT. FRANK L. NEALL.
PETER WRIGHT & FONS,
Importers of Earthenware,

and
Shipping and Commission Merchants,
No. 115 WALNUT Street, Philadelphia.

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T. VAUGHAN MERRICK, WM. H. MERRICE INC. E. COPE.

SOUTHWARK FOUNDRY, FIFTH AND WASEI SINGTON STREETS,
PHILADELPHIA.

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ENGINEERS AND MACHINISTS.

Manufacture High and Low Pressure Steam Engine
DY Lanc. Biver and Marine Service.

South Gesometers, Tanks, Iron Boats, do.

Joseph Gesometers, Tanks, Iron Boats, do.

Jastings of all kinds, either Iron or brass.

Iron Frame Roof for Gas Works, Worksheps a

serious Standard, de.

Mendings of the Service. moroved construction.

Every description of Plantation Machinery; and
Every description of Plantation Machinery; and
Every description of Plantation Machinery; and
Every description.

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Every description.

Steam Trains, Defacators, Filters, Pumping Engines, &c.

Sole agents for N. Billeux's Patent Sugar Boiling Apparatus, Nesmyth's Patent Steam Hammer and Apparatus, Nesmyth's Patent Steam Hammer and Apparatus, Nesmyth's Patent Centrifugal Sugar Draining Machine.

PENNSYLVANIA WORKS-on the DELAWARD DELIVER, Delaware county, Pa.

REANEY, CHESTER, Delaware county, Pa.

REANIES, SON & CO.,

Engineers and Iron Boat Builders,

Manufacturers of All kinds of CONDENSING AND NON-CONDENSING EM.

GINES, Co., All kinds of CONDENSING EM.

Iron Vessels of all descriptions, Boilers, Vats, Tangar T. REANEY, W. B. EBANEY, S. ARCHIBOLD, Late of Engineer in Chiefe Beaney, Nesile & CO., Late of Late

Beaney, Nealle & Co., Engineer in Onless
Penn Works, Phila. [lyis-tf] U.S. Navy. Penn Works, Phila. [1918-47] U. S. Navy. The Philadelphia Riding School.—
The Philadelphia Riding School.—
Fourth street, above Vine, will re-open for the Fall and Winter sesson on MONDAY, Sept. 28th. Ladies and gentlemen destring to acquire a thorough knowledge of this accomplishment will find every facility at this school. The horses are safe and well trained, so that the most timid need not fear. Saddis horses trained in the best manner. Saddis horses trained in the best manner. Saddis horses, horses and vehicles to hire. Also carriages for funcials, to cars, steamboats, do.

THOS. CRAIGE & SON.

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GAS FIXTURES. MISKEY MERRILL & GOVERNMENT STREET, MAINGACTURES OF GRAFFIND STREET, MANUACTURES OF GRAFFIND STREET, ACC., WOULD Call the attention of the public to their large and elegant assortment of Graffind Strackets, & C. They also Introduce Graffing spipes into Dwellings and Public Buildings, and attend to extending, altering and repairing Graffings. All work warranted. ranted.

PRIVY WELLS—OWNERS OF PROPERTY.—The Only place to get Privy Wells Cleansed and Disinfected, at very low prices.

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No. 1324 CHESTNUT street, Philadelphia,
Opposite United States Mint,

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PARLOR,
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OFFICE
And other GRATES,
For Anthracite, Binminous and Wood Fires, WARM-AR FURNACES,
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CHIMES LE SUCHETAIL. GOTTON AND LINEN SAIL DUCK of every width of from the best feet wide, all numbers. That and Awning Duck, Papermakers felting sail Twine, So:
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No. 102 JONES'S Alley

SHIPPING FOR NEW YORK

EXPRESS STEAMSHIP LINE Have commenced their regular OUTSIDE trips. The NEW and first class Steamships WASHINGTON, Captain Chichester: NOBFOLK, Captain Vance. ALEXANDRIA, Captain Hattrick. VIRGINIA, Captain Snider.

VIRGINIA, Captain Smider,
Leaving from each city on TUESDAYS, THURSDAYS and SATURDAYS, from first whatf below Market street, Philadelphia, and Piers H and Ib East River, New York.

These Steamships insure at lowest rates.
Freight received DALLY at our usual low rates.
WM. P. CLYDE & CO. Agents,
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JAS, HAND, Agent,
117 Wall street, New York. JAS-M III WALL SLACE ALON AND THE PASSAGE OFFICE "ANCHOR LINE OF STEAMERS."

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LIVERPOOL, LONDONDERRY, BELFAST, DUBLIVERPOOL, LONDONDERRY, BELFAST, DUBLIN, NEWRY, CORK AND GLASGOW,
PAYABLE IN PAPER CURRENCY.
CABINS. 490, 880 and 70
STEERAGE 490, 880 and 70
STEERAGE 50, 880 and 70
January 27.

January 27.

THE PAID CERTIFICATES
issued for bringing out passengers from the above points at
LOWER RATES THAN ANY OTHER LINE.
Also, to and frem ASO, to and frem
ALL STATIONS ON THE IRI-H RAILWAYS.
SPECIAL NOTICE—Passengers will take particular
notice that the "A neono Line" is the only linegra-ting
through tukets at the above rates, from Philadelphia
to the points named above, and that the undersigned is
the only duly authorized Agent in Philadelphia
Apply to
Sole Agent for "ANCHOR LINE,"
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Calling at QUEENSTOWN, the Inman Line railing at QUEENSTOWN, the Inman Line railing at QUEENSTOWN, the Inman Line railing ETM.

ETM. SEMI-WEEKLY, carrying the U. S. Madis.

ETM. Saturday. Feb. 19

CITY OF WASHINGTON Saturday. Feb. 17

CITY OF WASHINGTON Saturday. Feb. 17

CITY OF WASHINGTON SATURDAY. Feb. 17

CITY OF CORK. Wednesday, Feb. 21

At Noon. from Pier 44 North River.

EATES OF PASSAGE.

FAYABLE IN SOLD.

First to London 95 Sucerage to London 34

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Passengers also forwarded to Havre, Hamburg, Bremen, dc., da., at moderate rates.

Passenge by the Wednesday Steamers, First Cabin, 20, Steerage passage from Liverpool or Queenstown, 50

For further information, apply at the Company's Officer.

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FOR BOSTUN.
STEAMSHIP LINE DIRECT.
SALLING FROM EACH POET EVERY FIVE DAYS.
FROM PINE ST. WHARF. PHILADELPHIA.
AND LONG WHARF. BOSTON.
The steamship NORM AN. Captain Baker, will sall from Philadelphia ou Thursday, Feb 8, at 10 A. M.
The steamship SAXON. Captain Matthews, will sall from Boston on Saturday evening, February 10.
The line between Philadelphia and Boston is new.

The line between Philadelphia and Boston is new composed of the SAXON, Captain Matthews, 1900 tons burthen, NORMAN, Captain Maker, 1200 tons burthen, ARIES, Captain Crowell, 900 tons burthen, ARIES, Captain Crowell, 900 tons burthen, These substantial and well appointed steamships will sail punctually as advertised, and freight will be received every day, a steamer being always on the berth to receive cargo. received every day, a steamed berth to receive cargo. Shippers are requested to send Bills of Lading with their goods.
For freight or passage, apply to
HENRY WINSOR & CO.,

PHILADELPHIA, RICHMOND AND NORFOLK STEAMSHIP COMPANY. The fine steamships of this Line insure at the lowest rates and sail regularly from the First Wharf above Market street, every . WEDNESDAY and SATURDAY.

At Noon, Connecting with Railroads from Richmond, Norfolk and City Point, forming the most direct route for the South and Southwest.

For freight or passage, with excellent accommodations, apply to

WM. P. CLYDE & CO., 14 North and South Wharves. STEAM SHIP MATAGORDA FOR NEW ORLEANS, LA., DIRE.T FROM WILMINGTON. Dk.L.
The Al Iron side-wheel Steamship MATAGORDA.
1,000 tons register. is now loading for the above port, and will sail in about a week.
For treight or passage, having splendid stateroom accommodations, apply to

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NEW EXPRESS LINE TO ALEXvia Chesapeake and Delaware Canal, with connections
at Alexandria, Va., form the most direct route for
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Lypebburg, Bristol, Knoxville, Nashville, Dalton and the Southwest.

Steamers leave First Wharf above Market stress every wednerday and Saturday at 12 M.

For freight apply to the agents.

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1 R. Davidson, Agent at Georgetown; M. Eldridge & O., Agents at Alexandria.

DALAWARE ond CHESAPEARE CLASS OF BOAT COMPANY.

RARGES towed to and from PHILADELPHIA. HAVER-DE-GRACE, BALTIMORE, WASHINGTON, and intermediate points.

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Captain JOHN LAUGHLIN, Superintendent.

THE OLD ESTAPLISHED INDEPENDED DENT OUTSIDE | INE FOR NEW YORK Is receiving freight daily at low rates, second wharf below Spruce street, and will insure as low rates.

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RORINSON'S CALLFORNIA CLIPPER LINE.

BAILING REGULARLY AS ADVERTIBED.
Freight for this Line sent to New York by SwiftSure Line at reduced rates.
The splendid Al extreme clipper ship

CARLYLE,
L Hopkin, Commander,
Is now rapidly loading at pier il East River.
This beautiful vessel is one of the sharpest and
best vessels now loading. Having a portion of her, cargo on board with large engagements, will have quick despatch. For freight, apply to

BISHOP, SON & CO.

1925tf

FOR LA SUAYRA AND PURPEN CA.

FOR LA GUAYRA AND PUERTO CABELLO.—The bark WHITE WING, Wilkie,
master, will sail at an early day for the above
ports. For freight or passage, apply to JOHN DALLETT & CO., No. 128 Walnut street. 1226 FOR BOSTON MASS.—Express Line.—The fine schooner ELIZABETH MAGEE, Magee, master, is now loading for the above port at Girard's whart above Market street, and will sail with despatch. For freight, apply to DAVID COOPER, is North Wharves.

FOR BALTIMORE, MD.—The fine schooner MARY GAT, Captain Keen, is now loading for toe above port at Girard's wharf above Market street, and will sail with despatch. For freight, apply to DAVID COOPER & CO., 18 N. Wharves.

FOR FREIGHT OR CHARTER.—The fine bils. capacity. Apply to DAVID COOPER. 18.

FOR PROVIDENCE. R. I.—Express Line.—The fine schooner AMERICAN E. GLE, shaw, master, is now loading for the above port at Girard's wharf, above Market street, and will sail with despatch. For freight, apply to DAVID COOPER. 18.

FOR FREIGHT OR CHARTER.—The fine brig E. P. STEWART Captain Holland, 4,000 bils. capacity. Apply to DAVID COOPER, 18.

N. Wharves. N. Wharves. jab.

FOR REEMEN.—The All Bremen ship EMIL.

FOR REPROPAGE. For Cabin passage having fine accommodations, apply to the Captain on board, or to WORKMAN & CO., 123 Walnut at. dei8

board, or to WORKMAN & CO., 123 Walnut st., do18

WANTED.—A Vessel carrying 200 to 250 tons,

The to load for St. John, N. B. E. A. SOUDER &
FOR LIVERPOOL.—With Quick Desnatch.—

The fine American ship ZOUAVE, L. C. Rlaft,
master, having the greater portion of her cargo
engaged, and now going on board, will sail spon. For
balance of freight, or passage apply to PETER
WRIGHT & SONS, 115 Walnut atreet.

GTEAMSHIP NOPMAN WOOM POSTON. Con-OTEAMSHIP NORMAN, FROM BOSTON.—Con-balgness of merchandise, per above steamer, will please send for their goods, now landing at Pine street wharf.

HENRY WINSOR & CO. CONSIGNEES NOTICE—The schooner SARAHA.

H. MMOND, Palse, master, from Boston, is now discorreing her cargo at first, wharf below Callowhill street. Consignees will please attend to the reception of their goods. DAVID COOPER, 18 N. Wharves, fel SHIP NOTICE—All persons are hereby cauthoned against trusting any of the crew of the Br. salp S. L. Tillly, whereof Cann is master, from City Point, Va., as no debts of their contracting will be paid by captain or censignee. EDMUND A. SUUDCE & CO., Dock street wharf. CHIP ZOUAVE, Blair, master, from Liverpool is

Dinow discharging under general order, at Walnut street wharf. Consignees will please attend to the reception of their goods. PETER WHIGHT & SONS, 115 Walnut, street.

NOTICE—All persons are, hereby cautioned against harboring and trusting any of the crew of the Danish brig DENNIABE, as no debut of their contrainting will be paid by captain or, consignees. WORK-MAN & CO. Consignees. 122 Walnut street. TAS E.SHINDLER, successor to UHN SHINDLER
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