TELEGRAPHIC SUMMARY.

THE cholera is raging at Buenos Ayres.

SIR G. SHEE, of the Court of Queen's Bench, is reported very ill.

LEACH's block, in Natick, Mass., was burned on Saturday. Loss $50,000.

LAST week's internal revenue receipts were $1,452,627.

GENERAL MEADE left Atlanta, Ga., for Florida, on Friday night.

GENERAL SPINNER, United States Treasurer, has recovered from his late illness.

AT Reading, Pa., on Friday, H. M. Nagle, Democrat, was elected Auditor by 336 majority.

THE Virginia Convention has tabled the Georgia resolutions, asking Congress to loan the South $30,000,000.

CONSIDERABLE excitement has been created at Havana by a shoemaker murdering his wife by chopping her into small pieces with an axe.

IT is generally believed in London that Lord Stanley will soon succeed Earl Derby at the head of the Ministry.

ADVICES from South America state that there has been no fighting beyond skirmishing between the allies and the Paraguayans.

A RUMOR prevailed in London Saturday that Earl Derby had died during the previous night. It turns out to have been incorrect.

AN express freight train, from New York for Boston, was thrown from the track by a broken rail, near Hartford, on Friday night, and a brakeman had his leg fractured.

Two cooper shops, owned by A. & W. Sprague, at Augusta, Maine, were destroyed on Saturday, for the sixth time, by an incendiary fire. Loss $5,000.

JOHN S. EDWARDS, charged with embezzling $18,000 from the Union Savings Bank, in St. Louis, has been acquitted, on proof that the sum was an overdraft allowed to a heavy depositor.

THE revolt which has broken out in Santa Fe, one of the provinces of the Argentine Republic, has been successful, the ruling government having been overthrown.

THE residence of Emile Bishop, a popular saloon-keeper of St. Louis was robbed, on Saturday night, of six thousand dollars worth of silverware and diamonds.

THE City Councils of St. Louis have adopted resolutions requesting the Missouri members in Congress to use every effort in their power to have the national capital removed to that city.

THE Lehigh County Republican Convention elected delegates last Saturday to the National Convention, instructed to vote for Grant and Curtin for President and Vice President.

THE Provincial gunboats are in course of preparation by the Government of Canada, for service against the Fenians, who, it is thought, will renew their raids as soon as navigation is opened.

A DEMOCRATIC mass-meeting, at New Orleans, Saturday night, endorsed Andrew Johnson, and announced their sympathy with Democrats of the North.

THE Mississippi Convention has adopted seven sections of the new bill of rights. The first section, extending suffrage to all persons, irrespective of sex or color, was referred to a committee.

IN the North Carolina Convention, on Saturday, several sections of the bill of rights were adopted. A section prohibiting the marriage of whites with negroes was laid on the table.

THE South Carolina Convention was occupied on Saturday in discussing an ordinance asking Congress to loan the State $1,000,000 to buy lands for the landless.

THE Georgia Convention has authorized the negotiation of a loan to defray its expenses. It has reconsidered its franchise article, omitting that part disfranchising persons convicted of larceny.

THE Majority Florida Convention met on Saturday under a military guard, and adopted articles relating to State officers and the Legislature. The Governor and Lieutenant Governor are made elective for a term of four years.

A BILL ceding a tract ten miles square, south of St. Louis, for the location of the national capital, was introduced in the lower house of the Legislature on Friday, and referred to the Committee on Federal Relations.

Two mail boxes, thought to contain about $5,000 in drafts and money, were mysteriously abstracted from the St. Louis post-office, a few days since. No clue to the robber has been obtained.

THE semi-official journals in Paris deny that there will be any immediate change in the Ministry, and contradict the reports that the government contemplates important alterations in the constitution of the empire.

A WASHINGTON DESPATCH says:—There seems to be no doubt that the appointment of Minister to England has been tendered to General George B. McClellan, but nothing definite has yet been heard from him as to its acceptance. The resignation of Mr. Adams, it has been ascertained from an official source, takes place in April.

ADVICES have been received from Hayti, stating that the revolution in the southern part of that island has become general. General Salomon, the present Minister to the European Courts, has been proclaimed President in place of Salnave. All the principal towns are in arms against the Government of Salnave.

THE suit pending in St. Louis between George W. Pomeroy, of New York, and W. H. Benton, of St. Louis, for $1,000,000 alleged to have been fraudulently kept from the former by the latter, a report of which was telegraphed some time since, is likely to be compromised by Benton paying to Pomeroy something near $250,000.

A LONDON despatch of Saturday evening says: "The latest advices do not confirm the Abyssinian intelligence sent to the United States last evening. Despatches received to-day state that no such movement of the Egyptian auxiliary corps, as alleged, had occurred. Much of the news from Abyssinia should be received with caution."

A FIRE occurred in Antwerp on Sunday, which at first threatened to be very destructive. It broke out in a fleet of vessels laden with petroleum, and near some large warehouses stored with that article, but the flames were confined to two or three lighters, in which were stored about three hundred barrels of oil, and which were destroyed.

JUDGE UNDERWOOD at Richmond on Saturday remanded Churchill Coombs to the custody of the military, and decided that Congress, which was the war-making power, has not yet declared peace; and the country being in a state of armistice, the civil courts have no right to take prisoners out of military custody. The case goes up to the Supreme Court.

THE United States is first on the list of grand prizes in proportion to the number of exhibitors at the Paris Exposition, and only three per cent. less than France in the general proportion of prizes of all grades. The Secretary of State has just received from Commissioner Beckwith a table which has been carefully calculated and verified from official data, and which shows that with all the drawbacks and obstacles which the United States representation labored under, they are No. 1 in grand prizes. In the general average we are double the rate of Great Britain and her colonies.

THE Tennessee Conservative State Convention met in Nashville on Saturday, and among others, adopted a resolution, "That Andrew Johnson is the choice of the Democratic Conservative people of Tennessee for the Presidency of the United States in November next; that if reelected he will receive their cordial and unanimous support. They will, however, if some other good man and true to the Constitution and to the rights and liberties of the people, be nominated by the National Democratic Convention, cheerfully acquiesce and yield him a hearty and enthusiastic support."

THE dinner to Admiral Farragut, at Florence, was a grand affair. M. Sella, former Minister of Finance, toasted the Admiral, and in a speech said that on iron hearts and not iron-clads was based the fame of Admiral Farragut. The Admiral, in acknowledging the compliment, spoke of his love of Italy, and his confidence in her noble progress. George P. Marsh, representative of the United States in Italy, on behalf of his country, thanked M. Sella for his hopes of an eternal alliance. M. Daprentes, former Secretary of Marine Affairs, said that such an alliance with America, a country found by Columbus, baptized by Vespucci, and celebrated by Botta, was entirely natural.

GEN. SCHOFIELD issued several orders on Saturday about registration. He orders a new registration in Richmond on March 2d; and another provides that where voters in the State have changed residence since the last registration, they may register in the district last where they reside. The third order is for the guidance of registration boards, and directs that where a person has held a United States office and then voted voluntarily for Secession, he is disfranchised. The holding of a United States office is defined as having held an office to which the holder was appointed by the President, courts of law, or heads of departments. Those who have held county or town offices, created for the administration of justice, are disfranchised, but not their deputies. Executive pardon does not remove disfranchisement.

THE special Washington correspondent to the *Morning Post* says: "The President is greatly chagrined and mortified at Lieutenant-General Sherman's refusal to accept the brevet of General and the command of a new military division. On the other hand, Sherman's action has caused much joy among the Republicans. The President states to-night that he has not yet received any word from Sherman regarding the matter. He expressed himself astonished at Sherman's action, and discredits the stories reported. The President states that the order creating the new military division was agreed upon a month ago, and was designed by him as a compliment to Sherman, as was also the brevet rank. The President also states that he mentioned his intentions to Sherman, the day he left for the West, and that Sherman seemingly approved of them. He is evidently greatly worried. This places the five and leading generals of the army arrayed against him—Grant, Sherman, Sheridan, Meade, and Thomas. Lieutenant-General Sherman's despatches to his brother, the Senator, declining the brevet appointment and the new command, will be given for publication in a few days."

From China, Japan and California.

SAN FRANCISCO, Feb. 16.—The steamship Great Republic, with advices from Hong Kong to January 17th, Shanghae January 19th, and Yokohama January 27th, arrived this morning.

SHANGHAE, Jan. 19.—Mr. Burlingame, the Chinese Ambassador, leaves for San Francisco on February 25th. His suite consists of thirty-three persons. J. McCleary Brown, late Chinese Secretary of the British Legation, is First Secretary. E. Duchamps, who accompanied Mr. Burlingame to Europe last year, is Second Secretary. Two Chinese officials of the highest rank precede him as noviates, with a retinue. By Imperial decrees Mr. Burlingame is placed at the head of the mission, and has letters of credence to each treaty power, signed for the first time by the Emperor himself. The mission is to be permanent.

Pekin advices state that the rebels and mounted robbers have been slaughtered in great numbers. In Shantung thirty thousand rebels have been killed. The imperial troops are everywhere victorious. Horrible barbarities have been committed by the Shantung rebels.

Seven miles from Ningpo extensive coal beds have been discovered, and there is a prospect that the coal mines four miles from Yangtzekiang river can be worked.

The United States tonnage at Shanghae for the quarter ending December 13, was 103,819 tons. The value of the cargoes entered in taels was 8,615,610, and the value of the cargoes cleared was 8,088,915 taels; consular invoices certified in the same time, 3,332,721 taels. The attention of the New York Chamber of Commerce is called to these facts. The value of exports from Shanghae is greater than from the entire Russian empire. Shanghae is entering on a career of extraordinary prosperity. The opening of the Yangtzekiang river is an absolute commercial as well as a political necessity to the United States.

The United States double-ender Ashuelot will take the Hon. Anson Burlingame to Hong Kong. All the other men-of-war are at Nagasaki, Yokohama and Hiago, Japan.

A terrible earthquake has occurred in Formosa. Thirty thousand lives are said to have been lost.

Charles H. Ross, Surgeon of the United States steamer Hartford, died at Hiago, Japan, and was buried on Christmas day.

There was a great meteoric display near the great wall of China, on November 5th. The export of green teas to the United States to date is 10,200,000 lbs., and last season 9,300,000 lbs.

YOKOHAMA, Jan. 25.—A revolution has broken out in consequence of the opening of the new ports. The Young Mikado was seized by the principal princes of the empire. Satsuma Choize and Tozo, the late Shagoon and Statsbach, fled from the mob, and shut himself up in the castle of Osaka, under the protection of the fleet of the allies. A distinct and solemn assurance was made by the Ministers of the Treaty Powers that they would not in any way interfere in the struggle. The Statsbach is collecting forces.

The Confederate Daimios proposed nothing to the foreign ministers, and are not likely to do so until after the assembling of the nobility of the empire in council. Meanwhile the country is without a head. The disturbances at Yeddo are of a serious nature. The palace and chief inclosure of the Shagoon's castle and residence of the ladies of his court was burned on the 16th inst. The relict of the old Shagoon lived in the palace and is said to have been destroyed by Satsuma's people, while attempting to rescue her sister, the Prince's wife.

Two days after Satsuma's chief palace at Yeddo was attacked and destroyed by the Shagoon's troops, with much other of the property of the government. He disowns all quarrel with Satsuma, but declares they only wished to dislodge a band of robbers located in the places destroyed. It is reported officially that 140 robbers were killed and 160 wounded. The government loss was fifty to sixty killed and wounded. Whether Satsuma's men or not, the survivors made their way to a small steamer belonging to him and steamed out of the harbor, followed by a war vessel of the Shagoon, which got the worst in a sea fight, and Satsuma's steamer escaped.

The new ports of Osaka and Hiago were formally opened by proclamation on the 1st inst. No trade has been done yet, and the condition of the first settlers there is unpleasant. The houses are of inferior description and scarce, and provisions are held at exorbitant prices. The main settlement is placed at Kino, a miserable fishing village, two miles from Hiago.

General opinion censures the ministers for selecting a site inferior in every respect.

Admiral Bell of the United States Navy, was drowned at the mouth of the Osaka river, on January 11. The mouth of the river was closed by a frightful gale, and the Admiral had been waiting for several days to cross, and finally started, accompanied by Lieutenant Reed and thirteen men from the Hartford, to go to Osaka. While crossing the bar, the boat capsized, drowning all but three sailors. The bodies were recovered and buried near the mouth of the Osaka river.

F. Y. Myborgh, British Consul for the new ports, died on the 21st inst., of inflammation of the bowels.

January 25, being the Japanese New Year's Day, all business was suspended.

Business has been dull for some time back.

SAN FRANCISCO, February 16th.—The Great Republic brings ten through passengers for New York and seventeen for San Francisco, and three hundred and seventy-five Chinese in the steerage. She experienced heavy weather the entire outward voyage, and pleasant weather returning.

The American Theatre, on Sansom street, was burned to-day. It was the oldest and largest theatre in this city.

SAN FRANCISCO, Feb. 15.—In consideration of the attempt of the British Government to unite British Columbia with the Dominion of Canada, resolutions have been introduced in the Legislature of this State that it is of the utmost importance that the British territory on the Pacific be annexed to the United States, and that our Senators and Representatives be requested to urge the Government at Washington to use all honorable means to acquire said territory, and that the Governor be instructed to telegraph these resolutions to the President, and members of Congress from California and the other Pacific States.

The opposition steamer America, for Panama, sailed to-day.

THE PRUSSIAN ARMY.—The increase of pay which has just been granted to the Prussian army does not bring the salary of lieutenants up to more than twenty-five or thirty thalers a month, with a small allowance for board or lodging. Colonels are now to get two thousand six hundred thalers, with several extras for horses, surgeons from six hundred to three thousand thalers, and so on. The *Times* Berlin correspondent remarks that as officers have usually good chances in the matrimonial lottery they find that the epaulets pay in one way if not in another. Besides, not a few of them are, as in our own army, men of independent means.

HEALTH OF ENGLISH WORKMEN.—The *British Medical Journal* says English workmen wear out too soon and die too early. It has begun a series of reports on the preventable diseases of the industrial classes, founded on inquiries directed more especially to those trades in which the diseases of the workman can be traced directly to his work—diseases which can be prevented altogether in some instances, and considerably diminished in their force and frequency in others. Efforts will also be made to trace the injuries to health arising from general causes, to which some classes of workmen are subjected during work hours.

CITY BULLETIN.

CONTRACTS FOR BOOKS, STATIONERY, &c.—The bids for supplying the office of the Board of Revision with tax duplicates, stationery, &c., were opened on Saturday, in presence of the Finance Committee of Councils, and the contract was awarded to the following gentlemen, they being the lowest bidders: 8 reams notices to property owners, 6 to sheet, on 14 lb. cap, $4 90 per ream, to Thomas W. Price; 5 reams applications for correction, first-class cap paper, weighing 14 lbs. to the ream, $4 20 per ream, to T. W. Price; 3 reams ruled first-class cap, $4 per ream, to do.; 12 lb. letter paper, printed heading, to H. H. Tregor, at $4 20 per ream; 2,000 white letter envelopes, at $4 per 1,000, to do.; and 1,000 buff legal, at $6 25, to same; 31 tax duplicates, to average 900 pages, paper weighing 28 lbs. to ream, ruled and bound, $8 65 per book, to T. W. Price; 31 indexes, averaging 60 sheets, paper weighing 28 lbs., at $2 49, to R. T. Gill; 56 assessor's books, 800 pages, paper weighing 28 lbs., bound, &c., at $6 20, to same; 26 indexes to assessor's books, 40 sheets, at $1 48, to same; 250 assessor's blotter's, 300 pages, paper weighing 24 lbs., at $2 24, to same; 4 reams cap paper, ruled, 14 lbs., $4 per ream, to T. W. Price; 846 oz. bottles writing fluid, 15 cts. each, to same; 50 dozen Faber's lead pencils, 34 cts. per doz., to same; 40 doz. patent pen holders, 15 cts. per dozen, to same; 72 boxes pens, 17½ cts. per dozen, Markley & Son; 75 bottles, 2 oz. crimson ink, 7½ cts. per bottle, to same; 31 recapitulation books, 12 sheets, ruled and bound, 70 cts., to same; 1 ream note paper, $2 75, to same; 56 street indexes, 40 sheets, ruled and bound, 75 cts., Rutherford; rebinding 56 assessor's books, $2 each, to same.

THE NEW GERMAN THEATRE.—A meeting of the special committee of the German Theatre was held on Saturday evening, Dr. Demme in the chair. Stephen Remak, Esq., read the charter for the Association. It was adopted. The principal points contained therein are these: The officers of the Association shall be elected by the directors, who are to be chosen by the stockholders. Seven directors shall constitute a quorum. The annual meetings of the stockholders shall take place on the second Thursday of July. At that time officers are to be chosen. Each share of stock shall entitle the holder to one vote. The special committee selected the following-named gentlemen as commissioners to transact all business appertaining to the theatre, until the directors are chosen: Theo. Demme, M. D., Charles Born, Stephen Remak, Hugo Engel, M. D., Mier Troutman, Rudolph Koradi, Marcus Goldmann, Jacob Munch, J. H. Camp, Oscar Doebbler, M. D., E. Morwitz, M. D., Casper Schoedler. They will decide upon a lot of ground and award the contract for a building as soon as the charter for the Association is procured.

Resolutions of thanks were tendered to Casper Boenning for a handsome frame for the constitution, and also to Stephen Remak for the careful manner in which he prepared the charter. Adjourned.

FIRES.—About a quarter past four o'clock on Saturday afternoon, fire was discovered issuing from the premises Nos. 335 and 337 Poplar street. The fire originated in the third story of No. 335, occupied by Max Beck, dealer in military trimmings. The first floor was occupied by Charles Mahler, bootmaker, and the basement by Bender & Griffiths, plumbers and gas-fitters. The roof of No. 337 was destroyed. Peter Kreebner occupied the premises. The loss sustained by damage by fire and water is estimated at $4,000.

A fire took place yesterday, about noon, in the third story of the house No. 326 Master street, occupied by William Lowry, causing the destruction of three beds and the deluging of the premises from top to bottom. The cause of the fire is not known. The property, with that of the adjoining, which also suffered, belongs to Isaac Mullen, whose loss will amount to about $500. The loss sustained by Mr. Lowry by fire and water will amount to $100. During the progress of the fire, Patrick Hagerty, while carrying some water in a bucket, fell through the ceiling, injuring himself about the side. He was removed to his residence.

THE CHARITY HOSPITAL.—The tenth anniversary of this institution was held on Saturday afternoon, at the Hospital, Buttonwood street, below Broad, H. St. Clair Ash, M. D., in the Chair; H. Y. Evans, M. D., Secretary. The annual report was presented. Through the aid of the benevolent, the Board has extended uninterrupted relief and assistance to the sick and needy. This, with but one exception, is the only institution at which the poor can be gratuitously supplied with medicine and advice. The Hospital is under the care of ten physicians. The total number of patients supplied with medicine and surgical aid during the year was 2,726. There were also 34 house patients and five deaths. The receipts of the year amounted to $1,030, and the expenses to $971 15. The following officers were chosen: President—Geo. Nugent, Esq.; Secretary—A. H. Fish, M.D.; Treasurer—Saml. Chapman; Directors—F. Fearon, A. C. Roberts, A. B. Linderman, W. H. Pancoast, M.D., H. St. Clair Ash, M.D., Charles Aiken, A. R. Little, Briton Corlies, E. B. English, J. H. Simmons, W. M. Davidson; Matron—Mary J. Righter.

NEW BISHOPRICS CREATED.—On Saturday the appointments were received for three new bishops, whose sees will be created out of the Roman Catholic Diocese of Philadelphia. The appointments were received direct from Cardinal Barnalo, of the Roman Propaganda, through the Archbishop of Baltimore, in which province Philadelphia is situated. The appointees are the Very Rev. Dr. O'Hara, pastor of St. Patrick's Church, to be Bishop of Scranton, Pa.; Rev. J. F. Shanahan, rector of the Preparatory Theological Seminary of Media, to be Bishop of Harrisburg, and Rev. Thos. A. Becker, of Richmond, Va., to be Bishop of Wilmington, Del. It is understood that the Pope has also named the Very Rev. T. Mullen, of Pittsburgh, to be Bishop of Erie, and Rev. B. J. McQuade, of Orange, N. J., to be Bishop of Rochester, N. Y.

A Distinguished Hindoo.

The Calcutta *Review* gives a sketch of the career of a distinguished Hindoo, Rajah Sir Radhakant Deb Bahadoor. He was a man who, to a zealous liberalism in matters of politics and popular education, united a zealous theological othodoxy of the most unbending kind. Being eighty-four years old when he died in April last, his literary and political antecedents went back to the period when the present notions about native education were first fighting their way against the prejudices of the old school of Indian administrators; and the Rajah, then plain Radhakant Deb, was one of the foremost pioneers in the struggle. From that time (says the *Pall Mall Gazette*), whether in the compilation of Bengal spelling books, or in the designing and completing a voluminous Sanskrit Lexicon, in the management of the Hindoo College at Calcutta, or in the promotion of the education not only of the multitude but of Hindoo girls in the privacy of the Zenana, he proved at once the sincerity of his convictions and the acuteness and perseverance of his practical judgment. Nearly all the chief learned societies in Europe gave him their diplomas of honorary or corresponding membership, including those of St. Petersburg, Berlin and Vienna, and the Asiatic Societies of London, Paris, Germany and the United States. In 1859 Queen Victoria sent him a gold medal with her own portrait, and two and twenty years previously the Governor-General invested him with a robe of honor and conferred on him the titles of Rajah and Bahadoor.

Yet from first to last he retained the rigorous orthodox Hinduism in which he had been brought up, entirely repudiating the Broad Church critical school of interpretation which is now making such surprising progress among the most cultivated Hindus. One of the most amiable and kind-hearted of men, and blameless in all the transactions of life, he yet strove hard to retain the horrible custom of suttee, and used all his influence, happily without effect, against the passage of the law which entitled native Christian converts to succeed to the property of their parents when they died intestate. He was, in fact, as firm a believer in the compatibility of liberalism of politics and popular education with the most rigid traditionalism in religion as was Lacordaire himself.

Stories about Reporters.

A writer in *Chambers' Journal* says:

"Capital stories are told of the different varieties of provincial reporters, especially of those of the old school, which is now, happily, passing away. There is the frightful, eager reporter, who is always on duty, never forgetting his mission. One worthy of this class was roused from his slumbers one night by a disturbance on his door-step. His alarmed spouse compelled him to descend and see what the matter was, and on opening the door he discovered a man stretched across the threshold in a fit. 'Mary, Mary!' cried he to his better-half, 'bring my note-book and a candle directly; here's a paragraph come to the door!' Such eagerness for work as this shows itself in different forms. An enterprising reporter had heard that Lord Palmerston was to be present at an archery meeting in a small country village in Hampshire, and he accordingly posted down to the place, and, like Mr. Micawber, waited for something to turn up. Lord Palmerston's task was to distribute prizes to some half-dozen blushing young ladies, and the whole company present didn't number much above a score. His Lordship performed his task with his usual grace and good-humor, I dare say giving the young ladies a paternal pat on the head, but making only the most common-place observations. Our stenographer waited anxiously in his place until, to his horror, he saw the proceedings brought to a close without a speech from the Premier. This was more than he could stand. He rushed from his corner to the noble lord, who was getting out of the room as fast as possible. 'My Lord—I beg your pardon, but really this won't do.' 'What do you mean, sir?' was the reply of the astonished statesman. 'Why, you've made no speech; I've come all the way from London to report it, and I *must* have a speech of some sort.' Whereupon, it is on record—and this story is a true one—that the good-tempered old gentleman turned back, and detained the retreating audience for twenty minutes, whilst he gave them a genial dissertation on the good qualities of English women in general, and of Hampshire lasses in particular. On another occasion, however, he made up for this complaisance. He was attending an agricultural dinner, and saw a large gathering of reporters, for the times were critical and a speech of his certain to be valuable. But he had made up his mind not to speak—no man knew better when to hold his tongue—and accordingly he slily sent down to the gentlemen of the press a slip of paper on which, in his bold round hand, were written the words: 'This fish won't bite!'

"After the eager reporter comes the flowery one, who has always been particularly great in small provincial towns, and who has at his command a stock of adjectives enough to make Lord Macaulay hide his diminished head. This gentleman is in his glory at a flower show, an execution, a funeral, or, in fact, whenever he has an opportunity of murdering the Queen's English. One specimen of the school, when writing about a flower-show—which is always 'a horticultural and floral display'—said that it was 'illumined by cartloads of sunshine.' Another, a Liverpool worthy, in giving an account of somebody's funeral, observed that 'the body of the deceased gentleman was followed to the grave by a silent and deeply sympathizing audience.' I have heard of a paragraph which, with forcible redundancy, was entitled 'Funeral of the remains of a late deceased military officer;' and I have seen an account of a penny-reading wound up with the remark that 'the entertainment was, upon the whole, the most mirth-provoking and soul-stirring which could be had for the money!'

"The worst thing about the flowery reporter is, that he has done so much to injure the English language. If he can find a fine word to express the same meaning as a plain one, he never hesitates to cast aside the latter; and if he hears of any barbarous invention of our transatlantic cousins, he straightway makes a note of it, and carefully makes use of it at the very first opportunity. His ideas, too, of the meaning of certain words are somewhat hazy. Thus, a fatal accident is constantly spoken of by him as a 'fatality,' and his adjectives are applied in such haphazard fashion that they might almost have been scattered over his 'copy' with a pepper-castor. The quantity of bad French and Latin, too, which he lugs into all he writes, equals that made use of by a fashionable author of twenty years ago. He has almost naturalized some foreign words amongst us, and has given many a slang term a permanent place in our language. Upon the whole, he is the most objectionable representative of the reporter's craft to be met with now-a-days."

The Arkansas Gold Fields.

A Western exchange says: "Accounts are still rife of rich gold and silver deposits in the counties of Polk and Sevier, in Southwestern Arkansas. These counties are but thinly populated, and though legends of auriferous wealth in connection with that region have for a long time been current among old settlers, nothing definite has hitherto been known in relation thereto. Parties, however, have been actively engaged in prospecting of late, and reports of their great success in the development of rich placers continue to reach the public. The Fort Smith papers say the mines in this new El Dorado are becoming to attract much attention throughout the country, and that emigrants are rapidly pouring into Polk county, hitherto almost unknown. Claims are in such request that a branch land office has been established at Dallas, the county seat of Polk, to facilitate their location. Specimens of rich gold and silver ore are frequently brought to Fort Smith, and an old California miner, who has been 'prospecting,' pronounces Polk and Sevier counties richer in material than any two counties in California."

THE GOOD OLD DEMOCRATIC TIMES.—"Sam, have you whipped Molly, as I told you?" "Yes, father." "Have you delivered Sue's young 'un to that trader who bought it yesterday?" "Yes, father." "Did you cut down the rations of the field hands?" "Yes, father." "Did you tell the niggers that if they wore any clothes to the cotton field, except, for the women, a tow skirt, and for the men a pair of tow pants, that you would give 'em twenty lashes each?" "Yes, father." "Have you rubbed Jim's back with salt?" "Yes, father." "Did you string up that nigger that had the spelling-book?" "Yes, father." "Have you heard what they did up the creek, yesterday, with that d—d abolitionist that was psalm singing around that neighborhood?" "Yes, father." "Well?" "They guv him five-and-forty and rode him on a rail!" "Cuss it, why didn't they hang him? But come in now, Sammy, we are going to have prayers!" That's the style of thing that the Republicans are endeavoring to rid this country of forever; and that's the style of thing that the Copperheads, in league with the old nigger-drivers, would re-establish.—*Chicago Post.*

A GAMBLER.—The Paris *Figaro* says that Khalil Bey lost the other night at the club of the Rue Royale, Paris, the sum of one hundred and twenty thousand francs, and that in consequence he has left Paris and sold his picture gallery.

AN ODD CASE.—There is a story in *Once a Week* which illustrates the odd results which sometimes attend the practice of binding over private persons to prosecute criminals. A Russian captain having been robbed in Cheapside, London, was bound over to prosecute the supposed thief. But his ship was ready for sea, and by the terms of the charter party he was bound to sail the next day. He was offered the alternative of entering into a recognizance for £100, or being detained in prison, and preferred to go to prison; for then the owners of the vessel would know he was not to blame. On the other hand the friends of the prisoner, alleging his innocence, went before a judge at chambers and procured his liberation on bail. At the termination of the fourteen days the sittings at the Central Criminal Court were held. The Russian captain was brought up in custody. The accused, forfeiting his bail, did not appear; whereupon, without explanation, the Russian was discharged, after having suffered fourteen days' imprisonment.

MOVEMENTS OF OCEAN STEAMERS.

TO ARRIVE.

SHIPS	FROM	FOR	DATE
Helvetia	Liverpool	New York	Jan. 29
Denmark	Liverpool	New York	Jan. 29
Iowa	Glasgow	New York	Jan. 30
Minnesota	Liverpool	New York	Jan. 31
St. Laurent	Brest	New York	Feb. 1
City of Washington	Liverpool	N Y via Halifax	Feb. 1
Deutschland	Southampton	New York	Feb. 4
Manhattan	Liverpool	New York	Feb. 5
City of Baltimore	Liverpool	New York	Feb. 5
Tripoli	Liverpool	New York	Feb. 6
Peruvian	Liverpool	Portland	Feb. 6
Cimbria	Southampton	New York	Feb. 7
Atalanta	London	New York	Feb. 8
Cuba	Liverpool	New York	Feb. 8
Napoleon III	Brest	New York	Feb. 8

TO DEPART.

SHIPS	FROM	FOR	DATE
Minnesota	New York	Liverpool	Feb. 19
Java	New York	Liverpool	Feb. 19
Morro Castle	New York	Havana	Feb. 20
Juniata	Philadelphia	N. O. via Havana	Feb. 20
South America	New York	Rio Janeiro	Feb. 21
Rising Star	New York	Aspinwall	Feb. 21
Wm Penn	New York	London	Feb. 22
St Laurent	New York	Havre	Feb. 22
City of Baltimore	New York	Liverpool	Feb. 22
Denmark	New York	Liverpool	Feb. 22
Wyoming	Philadelphia	Savannah	Feb. 22
Iowa	New York	Glasgow	Feb. 22
Nova Scotian	Portland	Liverpool	Feb. 22
Helvetia	New York	Liverpool	Feb. 26
City of Washington	N. York	Liverp'l via Hal'x	Feb. 26
Cimbria	New York	Hamburg	Feb. 25
Deutschland	New York	Bremen	Feb. 27
Pioneer	Philadelphia	Wilmington	Feb.

BOARD OF TRADE.

WASHINGTON BUTCHER, JOHN SPARHAWK, GEO. MORRISON COATES, } MONTHLY COMMITTEE.

MARINE BULLETIN.

PORT OF PHILADELPHIA—FEBRUARY 17.

SUN RISES, 6 42 | SUN SETS, 5 18 | HIGH WATER, 10 1

ARRIVED ON SATURDAY.

Steamer Norman, Crowell, 48 hours from Boston, with mdse and passengers to H Winsor & Co.

CLEARED ON SATURDAY.

Steamer Hunter, Rogers Providence, D S Stetson & Co.

MEMORANDA.

The City Ice Boat, Capt. Schellenger, has succeeded in clearing the ice blockade from the Horse Shoe. The ice is all drifting with the tide, and there is nothing to prevent the tugs from towing. The Ice Boat has been up the Schuylkill as far as Point Breeze, and will bring the ship Burmah from Point Breeze to-day. All the steamers and vessels that left yesterday, went down without difficulty.

Ship Chieftain, McGuire, hence at Liverpool 30th ult.

Ship Kathleen, Williams, sailed from Liverpool 24th ult. for this port.

Ships Tuscarora, Rowland; Black Brothers, Perry, and Michigan, Wheeler, were loading at Liverpool 1st inst.

Ship Harriet Erving, Abbott, from Calcutta 7th Oct. for Boston, is at anchor in Provincetown harbor, with loss of sails and crew sick. On Wednesday last, when 20 miles from Cape Ann, took on board five men from fish schr Arizona, of Gloucester, to assist in getting the ship into port.

Ship Onward, Girard, at Nagasaki 14th Nov. from New York.

Steamer San Francisco, Howes, from Greytown, Nic. 5th inst. and Key West 10th, at New York 15th.

Steamer Tonawanda, Jennings, hence at Savannah yesterday.

Steamer Geo Cromwell, Vaill, cleared at New York 15th inst. for New Orleans.

Steamer Bienville, Baker, cleared at New York 15th inst. for Havana and New Orleans.

Steamer Caledonia McDonald, cleared at New York 15th inst. for Glasgow.

Steamer Fulton, Merry, cleared at New York 15th inst. for Aspinwall.

Steamer Tillie, Partridge, cleared at New York 15th inst. for Key West and Galveston.

Steamer Iowa, Hedderwick, sailed from Glasgow 29th ult. for New York.

Steamer Hibernian, sailed from Portland yesterday for Liverpool.

Bark Thomas (Br), Rogers, for this port, sailed from Cardenas 6th inst.

Bark S W Holbrook, Small, sailed from Matanzas 4th inst. for this port.

Bark Isaac R Davis, Hand, cleared at New York 15th inst. for Havre.

Bark Swallow, Wells, cleared at San Francisco 27th ult. for Manila.

Bark Restless, Sheldon, hence at Demerara, and sailed again to return, but put into Nassau, NP, 8th inst. leaking badly. It was expected that the cargo would have to be discharged.

Bark E A Souder, Payne, hence at Antwerp 29th ult.

Bark Victoria, Baker, sailed from Matanzas 5th inst. for New York.

Bark Venus, Bent, sailed from Antwerp 29th ult. for America.

Bark Sdotia Queen, Esdale, hence at Flushing 30th ult.

Barks Sea Eagle, Howes, and H P Lord, Pingham, were loading at Matanzas 6th inst. for this port.

Brig S V Merrick, Norden, was loading at Cardenas 4th inst. for this port.

Brig G L Berry, Bradley, at Matanzas 31st ult. from Havana, to load for this port.

Brig Albert Dewis, Dewis, hence at Antwerp 29th ult.

Brig Sunny South, Bailey, was loading at Matanzas 6th inst. for this port.

Brig J A Pierce (Br), Bent, was loading at Havana 8th inst. for this port.

Brig Anna McKnight, Knight, sailed from Matanzas 8th inst. for Delaware Breakwater.

Brig Circassian, Bunker, for Delaware Breakwater, was loading at Havana 8th inst.

Brig Mechanic, Dyer, sailed from Cardenas 31st ult. for a port north of Hatteras.

Brig Eolus, Seabrook, hence for Hamburg, via Portland, was aground 20th ult. off Otterndorf, near Cuxhaven.

Brig Endorus, Haskell, sailed from Cardenas 6th inst. for a port north of Hatteras.

Brig Mary C Comery, Comery, cleared at Apalachicola 31st ult. for New York.

Schr L Blew, from Boston for this port, at Holmes' Hole 13th inst.

Schr Casco Lodge, Pierce, sailed from Havana 6th inst. for this port.

Schr W Fish, Wiley, sailed from Havana 8th inst. for Delaware Breakwater.

Schr Hattie E Sampson, Blake, sailed from Matanzas 6th inst. for this port.

Schr Adelia, Holder, from St John, NB. for this port, at Holmes' Hole 14th inst.

Schr Sophia Wilson, Nowell, was loading at Matanzas 6th inst. for Delaware Breakwater.

Schr Thomas Sinnickson, Dickinson, was loading at Cardenas 4th inst. for this port.

Schr E L Porter, Sparks, sailed from Matanzas 7th inst. for a port north of Hatteras.

Schr Paul Seavy, Lowell, sailed from Trinidad 4th inst. for this port.

Schr Chattanooga, Black, was loading at Cardenas 4th inst. for this port.

Schr Mary McKee Sharp, at Trinidad 30th ult. from Galveston, and sailed 2d inst. for Las Tunas.

Schrs Valeria, Conklin, and M C Hupper, Hupper, sailed from Cardenas 5th inst. for a port north of Hatteras.

MARINE MISCELLANY.

Capt Jones, of the steamer Stonington, at New York, reports that the lightship on Stratford Shoal, Long Island Sound, has broken from her moorings. At noon yesterday the lightship was seen about six miles to the northeast of her anchorage.

SPECIAL NOTICES.

OFFICE PENNSYLVANIA RAILROAD COMPANY. PHILADELPHIA, January 27, 1868. NOTICE TO STOCKHOLDERS. The annual meeting of the Stockholders of this company will be held on TUESDAY, the 18th day of February, 1868, at 10 o'clock, A. M., at Concert Hall, No. 1219 Chestnut street, Philadelphia. The annual election for Directors will be held on MONDAY, the 2d day of March, 1868, at the office of the company, No. 238 South Third street. EDMUND SMITH, Secretary. ja27,tfeb18-5

OFFICE ÆTNA MINING COMPANY, No. 324 WALNUT STREET.—PHILADELPHIA, January 22, 1868. Notice is hereby given that all Stock of the Ætna Mining Company on which instalments are due and unpaid, has been declared forfeited, and will be sold at public auction on SATURDAY, February 22, 1868, at 12 o'clock, noon, at the Office of the Secretary of the Corporation, according to the Charter and By-Laws, unless previously redeemed. The above mentioned sale has been postponed, and will take place on MONDAY, February 24th, 1868. By order of the Directors. B. A. HOOPES, Treasurer. ja22tfeb24§

NOTICE—THE ANNUAL MEETING OF THE METROPOLITAN STEAMSHIP COMPANY will be held at the Astor House, in the city of New York, on TUESDAY, March 10th, 1868, at one o'clock, P. M., for the election of nine Directors and three Inspectors of Election, and for the transaction of such other business as may properly be presented. Polls open from 1 to 3 o'clock, P. M. A. C. PIERSON, Secretary. fe15-3t§

A SPECIAL MEETING OF THE STOCKHOLDERS OF the EAGLE TRANSPORTATION COMPANY, to take into consideration the liquidation of the indebtedness of the Company, will be held at the Office, No. 324 South Third street, on MONDAY, 24th inst., at 10 o'clock A. M. By order of the Board. F. E. PAIGE, Secretary. fe10-m w4t*

OFFICE OF THE DELAWARE COAL COMPANY. PHILADELPHIA, February 13, 1868. The Annual Meeting of the Stockholders of this Company, and an Election for Directors, will be held at No. 116 Walnut street, on WEDNESDAY, the 18th day of March next at 11 o'clock A. M. J. R. WHITE, President. fe13,30t*

IMPERIAL FRENCH PRUNES.—50 CASES IN TIN canisters and fancy boxes, imported and for sale by JOS. B. BUSSIER & CO., 108 South Delaware avenue.

BOND'S BOSTON BISCUIT.—BOND'S BOSTON BUTTER and Milk Biscuit, landing from steamer Norman, and for sale by JOS. B. BUSSIER & CO., Agents for Bond, 108 South Delaware avenue.

AMUSEMENTS.

AMERICAN ACADEMY OF MUSIC.

LA GRANGE AND BRIGNOLI

GRAND ITALIAN OPERA COMPANY.

MAX STRAKOSCH has the honor to announce that, at the close of the brilliant Operatic season at Pike's Opera House and the Academy of Music, in New York, he will give a brief season of Five Nights and one Matinée in Philadelphia, commencing

MONDAY EVENING, March 2, 1868.

Further particulars shortly. fe17-m w f-tf

C. H. JARVIS'S CLASSICAL SOIREES, At NATATORIUM HALL, BROAD STREET, BELOW WALNUT, East Side. THIRD SOIREE. SATURDAY EVENING, Feb. 22d, at 8 o'clock. Subscriptions received and Programmes furnished at the principal Music Stores and Chickering's and Gould's Piano Warerooms. ADMISSION, $1 00. fe17-6t§

LIBRETTOS OF THE GRAND DUCHESSE DE GEROLSTEIN. Correct edition, copied from the Score of the Opera, with the Music of the principal airs. PRICE 30 CENTS, at C. W. A. TRUMPLER'S, 926 Chestnut street. fe3 tf

NEW CHESTNUT STREET THEATRE.—MONDAY, Feb. 17, BOUCICAULT'S NEW DRAMA, ENTITLED THE FLYING SCUD; OR, A FOUR-LEGGED FORTUNE, Which Play has made a GENUINE HIT. Greeted Nightly with Immense Applause. THE GREAT RACE SCENE, Which has been pronounced to be the most exciting, and the greatest sensational effect ever produced upon the stage, is a life-like representation of the EPSOM RACE COURSE, AT THE TIME OF A RACE. Katey Rideout.........Miss JOSIE ORTON. Mat Gosling.........W. H. SEDLEY SMITH And the Entire Company. The Play is Produced with NEW AND ELABORATE SCENERY. FRIDAY—COMPLIMENTARY BENEFIT Tendered to WILLIAM E. SINN, On which Occasion a Splendid Bill. In active Preparation, Brougham's DEAD SEA FRUIT; OR, A STORY OF PHILADELPHIA.

MRS. JOHN DREW'S ARCH STREET THEATRE. Begins at ¼ past 7. LAST WEEK—UNDER THE GAS LIGHT. EVERY NIGHT AND SATURDAY AFTERNOON. UNDER THE GAS LIGHT. With all its great effects, including THE GREAT PIER SCENE. The North River by Moonlight. The Grand Railroad Scene. A Train of Cars at Full Speed. New Music. Great Cast. Mr. LEWIS BAKER as.........Snorkey. FRIDAY—BENEFIT OF LEWIS BAKER. Saturday—Last Matinee. MONDAY NEXT—LOTTA. "Little Nell." SEATS SECURED SIX DAYS IN ADVANCE.

WALNUT STREET THEATRE, N. E. CORNER OF NINTH and WALNUT streets. Begins at ¼ past 7. THIS (Monday) EVENING, Feb. 17, 1868, LAST NIGHT BUT FIVE OF MR. and MRS. BARNEY WILLIAMS. First night of the Grand Romantic Irish Drama, THE CONNIE SOOGAH; OR, WEARING OF THE GREEN. Corney McGrath.........Mr. BARNEY WILLIAMS. Nelly Nolan.........Mrs. BARNEY WILLIAMS. To conclude with the Roaring Farce of PAT'S BLUNDERS. Pat Rooney.........Mr. BARNEY WILLIAMS.

SEVENTH STREET OPERA HOUSE, SEVENTH STREET, below Arch. TUNISON & CO.'S MINSTRELS. The Great Sensational Burlesque, UNDER THE LAMP-POST. Don't fail to see UNDER THE LAMP-POST. UNDER THE LAMP-POST. Don't forget the Great Sensation piece, UNDER THE LAMP-POST. Look for the Down Train and Grand Smash-up UNDER THE LAMP-POST. The Great Pier Scene, UNDER THE LAMP-POST. The Great Trial Scene in UNDER THE LAMP-POST. Also in Preparation, NEW BURLESQUES.

NEW ELEVENTH STREET OPERA HOUSE, ELEVENTH street, above CHESTNUT. THE FAMILY RESORT. CARNCROSS & DIXEY'S MINSTRELS, THE GREAT STAR TROUPE OF THE WORLD. First time of the screaming act entitled ACADEMY OF FINE ARTS. First week of THE MILLER AND HIS MEN. Positively last week of the great Burlesque, entitled GUIS; OR, MAXIMILIAN'S AVENGERS.

ASSEMBLY BUILDINGS. MR. ALFRED BURNETT. The great Humorist and Facial Artist, will give a series of Comic Portraitures, representing Queer, Quaint and Quizzical people. EVERY NIGHT THIS WEEK. Commencing MONDAY EVENING, February 17th. Matinee on Saturday, at 3 o'clock. Admission, 25 cents. Reserved Seats, 50 cents. Begin at 8 o'clock. Matinee prices, 25 cents. Children, 15 cents. fe17-6t§

MENDELSSOHN SOCIETY'S SECOND SUBSCRIPTION CONCERT, THURSDAY, FEBRUARY 20, 1868, IN CONCERT HALL. Subscription tickets and programmes at the office 1230 CHESTNUT street, Mr. MEYER'S music store, where members, active and subscribing, may obtain extra tickets for One Dollar each. fe15.5t

FOX'S AMERICAN VARIETY THEATRE. EVERY EVENING and SATURDAY AFTERNOON. GREAT COMBINATION TROUPE. In Grand Ballets, Ethiopian Burlesques, Songs, Dances, Gymnast Acts, Pantomimes, &c.

GERMANIA ORCHESTRA.—PUBLIC REHEARSALS at the MUSICAL FUND HALL every SATURDAY at 3½ P. M. Tickets sold at the Door and at all principal Music Stores. Engagements can be made by addressing G. BASTERT, 1231 Monterey street, or at R. WITTIG'S Music Store, 1021 Chestnut street.

CARL SENTZ'S ORCHESTRA MATINEES IN HORTICULTURAL HALL every THURSDAY at 3½ P. M. Package of four Tickets for One Dollar, to be had at Boner's, 1102 Chestnut street, and at the door. Single Ticket, 50 cents. fe3-tf

ACADEMY OF MUSIC.—GRAND DUCHESS OF GEROLSTEIN. Librettos of this highly successful Opera Comique (French and English words) can now be obtained at the ACADEMY, and PETERSON'S, 306 Chestnut st. ja15tf§

PENNSYLVANIA ACADEMY OF FINE ARTS, CHESTNUT, above TENTH. Open from 9 A. M. to 6 P. M. Benjamin West's great picture of CHRIST REJECTED still on exhibition. je5-tf

MUSICAL.

PIANO AND SINGING LESSONS.—SIGNOR J. NUNO, late Musical Director of the Italian Opera in New York, has removed to No. 708 Locust street (S. Washington Square), where he will continue to give the best instruction in Singing and on the Piano. Terms reasonable. A few classes, limited to four pupils each for the piano, and to ten for singing, or four for advanced singing, will be formed. Signor Nuno can be seen personally every day, Mondays and Thursdays excepted. fe17 12t*

FINANCIAL.

$5,000 AND $10,000 TO LOAN ON MORTGAGE. BEBLOCK & PASCHALL, No. 715 Walnut street.

$10,000 IN ONE SUM TO INVEST ON MORTGAGE. J. H. MORRIS, fe16 3t* 223 North Tenth street.

$4,300 TO LOAN, ON MORTGAGE, ALSO, several good ground rents for sale. Apply at 723 Sansom street. fe15 6t

$20,000 TO $35,000 TO LOAN (IN ONE SUM) ON Mortgage of city property; also, various smaller amounts. R. R. JONES, Conveyancer, fe15 3t* 532 Walnut street.

$15,000.—FIRST-CLASS SEVEN PER CENT. Mortgage of said amount, well secured upon property within five miles of Philadelphia. J. M. GUMMEY & SONS, 508, Walnut street.

BOARDING.

TO RENT, WITH BOARD, A SINGLE ROOM; ALSO, a vacancy for one table boarder, at 1200 Walnut street. fe15-3t*

CRIPPEN & MADDOCK,

(Late W. L. Maddock & Co.)

No. 115 South Third Street,

CHOICE ALMERIA GRAPES,

40 Cents Per Pound.

DOUBLE CROWN DEHESA RAISINS.
SINGLE CROWN DEHESA RAISINS.
LONDON LAYER RAISINS.
LOOSE MUSCATEL RAISINS.
SULTANA RAISINS.
SEEDLESS RAISINS.
NEW LAYER FIGS, PRUNELLOS,
PRUNES, PLUMS,
NEW PAPER-SHELL ALMONDS,
ORANGES, CITRON, CURRANTS,

And a great variety of Goods suitable for the Christmas Season, at the lowest price.

ALL GOODS WARRANTED. de6.f&tu-3m§

OLIVES FARCIES, CAPERS, &c.—OLIVES FARCIES (Stuffed Olives), Nonpareil and Superfine Capers and French Olives; fresh goods, landing ex-Napoleon III. from Havre, and for sale by JOS. B. BUSSIER & CO., 108 South Delaware avenue.

From our Latest Editions of Saturday

A Memorial From the Colored People of Mississippi.

[Special Despatch to the Philadelphia Evening Bulletin.]

WASHINGTON, Feb. 15.—Judge Kelley presented a memorial to-day from three thousand colored people of Mississippi, asking that Congress make an appropriation to carry them to Liberia. They say they see no prospect of success by remaining among the whites. The latter, they say, have all the lands, and refuse to give them fair wages for their labor, and they therefore wish to emigrate.

Expansion of the Currency.

[Special Despatch to the Philadelphia Evening Bulletin.]

WASHINGTON, February 15th.—It is generally understood that the Ways and Means Committee will bring in a measure increasing the volume of the currency by at least fifty millions. Several bills and resolutions offered in the House, chiefly by Western members, looking to an increase of the paper currency, and referred to the Ways and Means Committee, have not received speedy attention on account of the Committee's anxiety to perfect the Tax bill. Pressure is being brought to bear upon the Committee, especially from the West and by the Western members, in favor of an increase in the volume of paper money circulation and it is so great that the matter cannot be much longer delayed. It is known that a majority of the committee favor such action, both as a financial and as a political measure, and it is claimed that when reported it will pass the House by a decided vote. The representatives from the West say their constituents demand it, and that it is absolutely necessary to their business prosperity. On such a measure the Democrats and Republicans from the West will vote together, and many Eastern men are also counted upon, so that the contractionists will not have enough strength to resist it.

From Maine.

AUGUSTA.—Two buildings (cooper-shops), owned by A. & W. Sprague, were burned to-day. The loss is $5,000. This is the sixth time these gentlemen have lost their property by incendiaries.

From New Hampshire.

CONCORD, Feb. 15.—Tuesday next has been assigned for the trials of conductors on the Concord Railroad, charged with retaining fares to a large amount.

From Connecticut.

HARTFORD, Feb. 15.—The New York and Boston express freight train, consisting of ten cars, going north last night, was thrown from the track by a broken rail.

A brakeman named Charles Crosley, of Springfield, was thrown from the top of a car, and had one of his legs fractured.

From St. Louis.

ST. LOUIS, Feb. 15.—John S. Edwards, who was arrested in August last, on a charge of embezzling $18,000 from the Union Savings Bank of this city, and of which institution he was teller, was yesterday tried and acquitted. He proved that the sum in question was simply an overdraft, allowed to one of the heaviest depositors in the bank, in accordance with custom.

MARTINIQUE.

Appropriation for a Cable.

HAVANA, by way of Lake City, Fla., Feb. 14, 1868.—The Colonial Council at Martinique have voted an appropriation of thirty thousand francs to lay a cable connecting the island with Guadaloupe. They have also increased the duties on imports. Free suffrage is allowed in the colony. The warehousing monopoly is maintained. Immigration syndics have been appointed.

An Exciting Scene—A Young Lady under a Strong Guard—Rescue is Attempted and the Police Interfere.

[From the Detroit Free Press.]

A beautiful and accomplished young lady, who is the daughter of one of our wealthy citizens, in opposition the oft-expressed wishes of her parents, entertains an affection for a young mechanic, who reciprocated the tender feeling. Notwithstanding the parental displeasure at the mutual preference of the young couple, they, like all other lovers, found frequent opportunity for an interchange of sentiment. A knowledge of their stolen interviews reached the stern parents aforesaid, and after much anxious deliberation, it was finally concluded to send the young lady to visit some relatives in an interior town, in the hope that change of scene and new associations would turn her from the object of her heart's adoration. But the old adage that "love laughs at locksmiths," applies with equal pertinence to many other conditions, and the youngsters during the lady's stay secretly communicated with each other, and so kept the flame burning brightly.

At length the time came round for her return home, and yesterday, she, in company with her mother, came to Detroit, arriving about 5 o'clock last evening, via the Detroit and Milwaukee Railroad. Having previously received an intimation that she would arrive on that train, the lover was early at the depot, as were also the young lady's father and a brace of "big brothers," fully prepared for any contingency. When the perverse object of all this solicitude made her appearance, a general rush for her was made by the opposing parties, the result of which was a collision between the relatives on one side, and the lover on the other, which would have ended in a pugilistic encounter, had not a posse of policemen separated them. The girl was then placed in a carriage and taken home, but at the moment the party were leaving the depot, she turned and waived a kiss to her disconsolate lover, who promptly returned the mute but eloquent salute, and slowly wended his way from the scene of his discomfiture.

Flood in China—Overflowing of the Yellow River—Terrible Loss of Life and Destruction of Property.

The Shanghae correspondence of the Boston *Traveler*, dated Dec. 10, refers thus to the recent flood:

"China's sorrow, the Whang hu, part and parcel of the Yellow River, has overflown its banks in its periodical deluge, but this season causing almost unlimited devastation, flooding a space of over four thousand miles and sweeping off entire villages, and inundating any and everything in the rush of the waters. Thousands have perished, while over sixty towns and villages cease to exist. The remaining ones are so flooded that their inhabitants go in boats from house to house, seeking shelter, or food from the scanty remains of the gathered crop—barely enough to last for a few days—and then suffering and starvation awaits them during the winter months. The amount of destitution even now is absolutely frightful, and unless the Chinese Government takes active measures before the frost sets in, these hard-working people will hardly survive their at best miserable existence. Their past experience has taught them to rely on their own resources only, as Government will hardly extend a helping hand to dying fellow-creatures."

Embezzlement in Pittsburgh—$22,000 Appropriated.

[From the Pittsburgh Gazette, 14th.]

An information was made before Alderman McMasters on Tuesday, by two of the stockholders of the Pittsburgh and Monongahela Coal Company, against T. Walter Day, Secretary and Treasurer of the company, charging him with embezzlement. Several weeks since the suspicions of the stockholders were aroused, it being thought the affairs of the company were not properly conducted. An investigation resulted, by which it was discovered that a deficiency existed of $22,000, for which Mr. Day was accountable. It is said that the fraud was skillfully managed by making false entries in the books. The accused was arrested by Alderman McMasters and held to bail in the sum of $10,000 for his appearance at Court.

A Brace of Railroad Accidents.

[From the Pittsburg Post, 13th.]

Yesterday morning two serious accidents successively befel the oil train bound south on the Allegheny Valley Railroad. The train, when a short distance below Logansport, ran upon a broken rail, and six of the cars were thrown off and wrecked. The cars were all tank cars, and several of the tanks were smashed. The cars were entirely broken up. The remainder of the train proceeded on its way, and, when near the Soda Works, ran upon another broken rail, this time throwing off two of the tank cars. One car, on which were two forty-barrel tanks, was thrown over the bank of the river, and the tanks still remain standing on the ice. The other car, on which was a long boiler tank of ninety barrels, was also thrown over the bank, the tank was bursted, and the oil was thrown over the ice.

CITY ORDINANCES.

AN ORDINANCE TO MAKE AN APPROPRIATION to the Clerks of Councils for the year 1868.

SECTION 1. The Select and Common Councils of the City of Philadelphia do ordain, That the sum of thirty-five thousand and six dollars and eighty-one cents ($35,006 81), be and the same is hereby appropriated to the Clerks of Councils for the expenses of the year 1868, as follows:

Item 1. For salaries of Clerks and Messengers, eight thousand five hundred dollars ($8,500.)

Item 2. For printing journals and other documents, twelve thousand dollars ($12 000).

Item 3. For binding journals and other documents, three thousand two hundred and fifty dollars ($3,250.)

Item 4. For advertising Ordinances, resolutions and notices, the same not to be done in more than two newspapers, nor more than one time in each, six thousand dollars ($6,000.)

Item 5. For stationery, seventeen hundred and fifty dollars ($1,750).

Item 6. For carriage hire, eight hundred dollars ($800.) *Provided*, That no carriage or carriages be furnished by the clerks of Councils unless upon the written order of the chairman and two members of the Joint Committee, said orders to be retained as vouchers by the said clerks, for the inspection of the Committee on Printing and Supplies.

Item 7. For incidentals, twelve hundred dollars ($1,200.) *Provided*, That no warrant shall be drawn on this item to defray the expenses of any Committee of Councils.

Item 8. For compensation of door-keeper, two cleaners, page of Select Council, and for making fifty, six hundred and seventy-four dollars and fifty cents ($674 50).

Item 9. For printing a manual for the use of members, four hundred dollars ($400.)

Item 10. For advertising Ordinances, resolutions and notices for the year 1867, four hundred and thirty-two dollars and thirty-two cents ($432 31.)

Provided, That not more than seven hundred and fifty journals of each Chamber for each half year shall be printed, and not more than five hundred of each chamber for each half year shall be bound. *Provided*, also, that the department of Clerks of Councils shall make no contracts or purchases for supplies except with the consent of the Committee on Printing and Supplies. And the warrants shall be drawn by the Clerks of Councils.

JOSEPH F. MARCER, President of Common Council.

ATTEST—ABRAHAM STEWART, Assistant Clerk of Common Council.

WM. S. STOKLEY, President of Select Council.

Approved this fourteenth day of February, Anno Domini one thousand eight hundred and sixty-eight (A. D. 1868).

MORTON McMICHAEL, Mayor of Philadelphia. It

AN ORDINANCE TO AUTHORIZE THE purchase of a certain lot of ground in the Twenty-first Ward.

SECTION 1. The Select and Common Councils of the city of Philadelphia do ordain, That the City Solicitor be and he is hereby authorized to examine the title to a lot of ground situate on the northeastwardly side of a certain twenty-five feet wide street or alley, running from Mechanics street, to Cotton street, between Main and Cresson streets, Twenty-first Ward, commencing fifty-seven feet six inches from Mechanics street, at the corner of a certain four feet wide alley, thence extending northwestwardly in front on said twenty feet wide street or alley, ninety-two feet eleven and three quarter inches, to a point at the distance of fifty feet from Cotton street, thence extending northeastwardly on a line parallel with the said Cotton street, forty-one feet three and five-eighth inches, to a certain four feet wide alley running southeastwardly into another four feet wide alley, ninety-two feet six and a quarter inches, thence southwestwardly along the said four feet wide alley, which leads into the said twenty feet wide street or alley, and parallel with Mechanics street, forty-one feet ten and a quarter inches to the place of beginning; and if he approve the same, that he have prepared a conveyance of the said lot of ground to the City of Philadelphia, in fee, the consideration therefor to be the payment of fifteen hundred dollars.

SECTION 2. That the Mayor is hereby authorized to draw a warrant for the sum of fifteen hundred dollars to pay for the same, to be charged to Item 31, of an appropriation made to the Department of Police for the year 1868, approved the twenty-eighth day of December, 1867.

JOSEPH F. MARCER, President of Common Council.

ATTEST—JOHN ECKSTEIN, Clerk of Common Council.

WILLIAM S. STOKLEY, President of Select Council.

Approved this thirteenth day of February, Anno Domini one thousand eight hundred and sixty-eight (A. D. 1868).

MORTON McMICHAEL, Mayor of Philadelphia. It

RESOLUTION RELATIVE TO KNOX street, in the Twenty Second Ward.

Resolved, By the Select and Common Councils of the city of Philadelphia, That the Department of Surveys be and is hereby authorized and directed to place upon Plan No. 16, on file in said Department, a thirty feet wide street, to be called "Knox street," to be located at the distance of four hundred and eighty-six feet and three inches eastwardly of Wayne street, and to extend from Chelton avenue to Lehman street at right angles to said avenue. *Provided*, Said work shall be at no expense to the city.

JOSEPH F. MARCER, President of Common Council.

ATTEST—JOHN ECKSTEIN, Clerk of Common Council.

WILLIAM S. STOKLEY, President of Select Council.

Approved this seventh day of February, Anno Domini one thousand eight hundred and sixty-eight (A. D. 1868).

MORTON McMICHAEL, Mayor of Philadelphia.

MACHINERY, IRON, &c.

"SAFE." RELIABLE "SURE."

LOW-WATER INDICATOR AND GAUGE-COCK COMBINED. Never fails to alarm. Can be used on any boiler and in almost any position to suit. Only one connection required. Those interested are invited to call and see it in operation, or send for circular. Price $25. J. D. LYNDE, Patentee, 37 N. SEVENTH Street, Philadelphia. fe13-w f m-6t§

MERRICK & SONS, SOUTHWARK FOUNDRY, 430 WASHINGTON Avenue, Philadelphia. MANUFACTURE STEAM ENGINES—High and Low-Pressure, Horizontal, Vertical, Beam, Oscillating, Blast and Cornish Pumping. BOILERS—Cylinder, Flue, Tubular, &c. STEAM HAMMERS—Nasmyth and Davy styles, and of all sizes. CASTINGS—Loam, Dry, and Green Sand, Brass, &c. ROOFS—Iron Frames, for covering with Slate or Iron. TANKS—Of Cast or Wrought Iron, for refineries, water, oil, &c. GAS MACHINERY—Such as Retorts, Bench Castings, Holders and Frames, Purifiers, Coke and Charcoal Barrows, Valves, Governors, &c. SUGAR MACHINERY—Such as Vacuum Pans and Pumps, Defecators, Bone Black Filters, Burners, Washers, and Elevators; Bag Filters, Sugar and Bone Black Cars, &c. Sole manufacturers of the following specialties: In Philadelphia and vicinity, of William Wright's Patent Variable Cut-off Steam Engine. In Pennsylvania, of Shaw & Justice's Patent Dead Stroke Power Hammer. In the United States, of Weston's Patent Self-centering and Self-balancing Centrifugal Sugar-draining Machine. Glass & Bartol's improvement on Aspinwall & Woolsey's Centrifugal. Bartol's Patent Wrought-Iron Retort Lid. Strahan's Drill Grinding Rest. Contractors for the design, erection, and fitting-up of Refineries for working Sugar or Molasses.

COPPER AND YELLOW METAL SHEATHING, Brazier's Copper Nails, Bolts and Ingot Copper, constantly on hand and for sale by HENRY WINSOR & CO., No. 332 South Wharves.

NUMBER ONE SCOTCH PIG IRON—GLENGARNOCK brand, in store and for sale in lots to suit, by PETER WRIGHT & SONS, 115 Walnut street.

BUSINESS CARDS.

JAMES A. WRIGHT, THORNTON PIKE, CLEMENT A. GRISCOM, THEODORE WRIGHT, FRANK L. NEALL. PETER WRIGHT & SONS, Importers of Earthenware and Shipping and Commission Merchants, No. 115 Walnut street, Philadelphia.

COTTON AND LINEN SAIL DUCK OF EVERY width from one to six feet wide, all numbers. Tent and Awning Duck, Papermakers' Felting, Sail Twine, &c. JOHN W. EVERMAN & CO., No. 103 Jones's Alley.

PRIVY WELLS.—OWNERS OF PROPERTY—THE only place to get privy wells cleansed and disinfected, at very low prices. A. PEYSSON, Manufacturer of Poudrette, Goldsmith's Hall, Library street.

WHITE CASTILE SOAP.—100 BOXES GENUINE White Castile Soap, landing from brig Pennsylvania, from Genoa, and for sale by JOS. B. BUSSIER & CO., 108 South Delaware avenue.

TRAVELERS' GUIDE.

FOR NEW YORK.—THE CAMDEN AND AMBOY and PHILADELPHIA AND TRENTON RAILROAD COMPANY'S LINES, from Philadelphia to New York, and way places, from Walnut street wharf.

	Fare.
At 6 A. M., via Camden and Amboy, Accom.	$2 25
At 8 A. M., via Camden and Jersey City Express Mail,	3 00
At 3.30 P. M., via Camden and Jersey City, Express,	3 00
At 6 P. M., via Camden and Amboy, } 1st class,	2 25
Accom. and Emigrant, } 2d class,	1 30

At 6 A. M., and 2 P. M., for Freehold.
At 6 and 8 A. M., and 2.30 P. M., for Trenton.
At 6, 8 and 10 A. M., 1, 2, 3.30, 4.30 and 6 P. M., for Bordentown.
At 6, 8 and 10 A. M., 1, 2, 3.30, 4.30, 6 and 11.30 P. M., for Burlington, Beverly and Delanco.
At 6 and 10 A. M., 1, 2, 4.30, 6 and 11.30 P. M., for Edgewater, Riverside, Riverton and Palmyra.
At 6 and 10 A. M., 1, 6 and 11.30 P. M., for Fish House.
The 1 and 11.30 P. M. Lines will leave from foot of Market street by upper ferry.
From Kensington Depot:
At 11 A. M., via Kensington and Jersey City, New York Express Line.........$3 00
At 8 and 11.00 A. M., 2.30, 3.30 and 5 P. M. for Trenton and Bristol. And at 10.15 A. M. for Bristol.
At 8 and 11 A. M., 2.30 and 5 P. M. for Morrisville and Tullytown.
At 8 and 10.15 A. M., 2.30 and 5 P. M. for Schencks and Eddington.
At 8 and 10.15 A. M., 2.30, 4, 5, and 6 P. M., for Cornwells, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg and Frankford, and 8 P. M. for Holmesburg and intermediate Stations.

BELVIDERE DELAWARE RAILROAD LINES from Kensington Depot.
At 7.30 A. M., for Niagara Falls, Buffalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghampton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Scranton, Stroudsburg, Water Gap, &c.
At 7.30 A. M. and 3.30 P. M. for Belvidere, Easton, Lambertville, Flemington, &c. The 3.30 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlehem, &c.
At 5 P. M. for Lambertville and intermediate Stations.
From West Philadelphia Depot, via connecting Railway.
At 9.30 A. M., 1.30, 6.30 and 12 P. M. New York Express Line, via Jersey City.........$3 25
The 9.30 A. M. and 6.30 P. M. Lines run daily. All others, Sunday excepted.
At 9.30 A. M., 1.30, 6.30 and 12 P. M., for Trenton.
At 9.30 A. M., 6.30 and 12 P. M., for Bristol.
At 12 P. M. (Night) for Morrisville, Tullytown, Schencks, Eddington, Cornwells, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg and Frankford.
For Lines leaving Kensington Depot, take the cars on Third or Fifth streets, at Chestnut, at half an hour before departure. The Cars on Market Street Railway run direct to West Philadelphia Depot, Chestnut and Walnut within one square. On Sundays, the Market Street Cars will run to connect with the 6.30 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 limit their responsibility for baggage to One Dollar per pound, and will not be liable for any amount beyond $100 except by special contract.
Tickets sold and Baggage checked direct through to Boston, Worcester, Springfield, Hartford, New Haven, Providence, Newport, Albany, Troy, Saratoga, Utica, Rome, Syracuse, Rochester, Buffalo, Niagara Falls and Suspension Bridge.
An additional Ticket Office is located at No. 828 Chestnut street, where tickets to New York, and all important points North and East, may be procured. Persons purchasing Tickets at this Office, can have their baggage checked from residence or hotel to destination, by Union Transfer Baggage Express.
Lines from New York for Philadelphia will leave from foot of Cortland street at 7 A. M. and 1.00 and 4.00 P. M., via Jersey City and Camden. At 6.30 P. M. via Jersey City and Kensington. At 10.00 A. M. and 12 M., and 5.00 P. M., via Jersey City and West Philadelphia.
From Pier No. 1, N. River, at 4 P. M. Express and 4 P. M. Emigrant, via Amboy and Camden.
Dec. 16, 1867. WM. H. GATZMER, Agent.

NORTH PENNSYLVANIA R. R.—THE MIDDLE ROUTE.—Shortest and most direct line to Bethlehem, Allentown, Mauch Chunk, Hazleton, White Haven, Wilkesbarre, Mahanoy City, Mt. Carmel, Pittston, Scranton, Carbondale and all the points in the Lehigh and Wyoming Coal regions.
Passenger Depot in Philadelphia, N. W. corner of Berks and American streets.
WINTER ARRANGEMENT—NINE DAILY TRAINS.—On and after MONDAY, February 3d, 1868, Passenger Trains leave the New Depot, corner of Berks and American streets, daily (Sundays excepted), as follows:
At 7.45 A. M.—Morning Express for Bethlehem and Principal Stations on North Pennsylvania Railroad, connecting at Bethlehem with Lehigh Valley and Lehigh and Susquehanna Railroads for Allentown, Catasauqua, Slatington, Mauch Chunk, Weatherly, Jeansville, Hazleton, White Haven, Wilkesbarre, Kingston, Pittston, Scranton, Carbondale, and all points in Lehigh and Wyoming Valleys; also, in connection with Lehigh and Mahanoy Railroad for Mahanoy City, and with Catawissa Railroad for Rupert, Danville, Milton and Williamsport. Arrive at Mauch Chunk at 12.05 A. M.; at Wilkesbarre at 3 P. M.; Scranton at 4.05 P. M.; at Mahanoy City at 2 P. M. Passengers by this train can take the Lehigh Valley Train, passing Bethlehem at 11.55 A. M. for Easton and points on New Jersey Central Railroad to New York.
At 8.45 A. M.—Accommodation for Doylestown, stopping at all intermediate Stations. Passengers for Willow Grove, Hatboro' and Hartsville, by this train, take Stage at Old York Road.
At 10.15 A. M.—Accommodation for Fort Washington, stopping at intermediate Stations.
At 1.30 P. M.—Express for Bethlehem, Allentown, Mauch Chunk, White Haven, Wilkesbarre, Mahanoy City, Centralia, Shenandoah, Mt. Carmel, Pittston and Scranton, and all points in Mahanoy and Wyoming Coal Regions. Passengers for Greenville take this train to Quakertown.
At 2.45 P. M.—Accommodation for Doylestown, stopping at all intermediate stations. Passengers take stage at Doylestown for New Hope, and at North Wales for Sumneytown.
At 4.15 P. M.—Accommodation for Doylestown, stopping at all intermediate stations. Passengers for Willow Grove, Hatborough and Hartsville take stage at Abington.
At 5.20 P. M.—Through accommodation for Bethlehem and all stations on main line of North Pennsylvania Railroad, connecting at Bethlehem with Lehigh Valley Evening Train for Easton, Allentown, Mauch Chunk.
At 6.20 P. M.—Accommodation for Lansdale, stopping at all intermediate stations.
At 11.30 P. M.—Accommodation for Fort Washington.
TRAINS ARRIVE IN PHILADELPHIA.
From Bethlehem at 9.15 A. M., 2.15 and 8.40 P. M.
2.15 P. M. Train makes direct connection with Lehigh Valley and Lehigh and Susquehanna trains from Easton, Scranton, Wilkesbarre, Mahanoy City and Hazleton. Passengers leaving Easton via Lehigh Valley Railroad at 11.20 A. M. arrive in Philadelphia at 2.15 P. M.
Passengers leaving Wilkesbarre at 1.30 P. M. connect at Bethlehem at 6.15 P. M., and arrive in Philadelphia at 8.40 P. M.
From Doylestown at 8.35 A. M., 5.10 and 7.00 P. M.
From Lansdale at 7.30 A. M.
From Fort Washington at 11.10 A. M. and 3.05 P. M.
ON SUNDAYS.
Philadelphia for Bethlehem at 9.30 A. M.
Philadelphia for Doylestown at 2.00 P. M.
Doylestown for Philadelphia at 7.20 A. M.
Bethlehem for Philadelphia at 4.00 P. M.
Fifth and Sixth streets Passenger Cars convey passengers to and from the new Depot.
White Cars of Second and Third Streets Line and Union Line run within a short distance of the Depot.
Tickets must be procured at the Ticket office, in order to secure the lowest rates of fare.
ELLIS CLARK, Agent.
Tickets sold and Baggage checked through to principal points, at Mann's North Penn. Baggage Express Office, No. 105 South Fifth street.

PENNSYLVANIA CENTRAL Railroad.—Winter Time.—Taking effect Jan. 26th, 1868. The trains of the Pennsylvania Central Railroad leave the Depot, at Thirty-first and Market streets, which is reached directly by the cars of the Market Street Passenger Railway, the last car connecting with each train, leaving Front and Market streets thirty minutes before its departure. Those of the Chestnut and Walnut Street Railway run within one square of the Depot.
ON SUNDAYS—The Market Street Cars leave Front and Market streets 35 minutes before the departure of each train.
Sleeping Car Tickets can be had on application at the Ticket Office, Northwest corner of Ninth and Chestnut streets, and at the Depot.
Agents of the Union Transfer Company will call for and deliver Baggage at the Depot. Orders left at No. 901 Chestnut street, No. 116 Market street, or No. 1 South Eleventh street, will receive attention.
TRAINS LEAVE DEPOT, VIZ.:
Mail Train.........at 8.00 A. M.
Paoli Accommodation No. 1.........at 10.00 A. M.
Fast Line.........at 12.00 M.
Erie Express.........at 12.00 M.
Paoli Accom. Nos. 2 & 4.........at 1.00, 6.00 & 10.30 P. M.
Harrisburg Accommodation.........at 2.30 P. M.
Lancaster Accommodation.........at 4.00 P. M.
Parkesburg Train.........at 5.00 P. M.
Cincinnati Express.........at 8.00 P. M.
Erie Mail.........at 11.15 P. M.
Philadelphia Express.........at 11.15 P. M.
Accommodation.........at 11.15 P. M.
Erie Mail leaves daily, except Saturday.
Philadelphia Express leaves daily. All other trains daily, except Sunday.
The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procured and baggage delivered by 5.00 P. M., at 116 Market street.
TRAINS ARRIVE AT DEPOT, VIZ.:
Cincinnati Express.........at 1.35 A. M.
Philadelphia Express.........7.10 "
Paoli Accom. No. 1.........8.20 "
Parkesburg Train.........9.10 "
Erie Mail.........9.40 "
Fast Line.........9.40 "
Lancaster Train.........1.10 P. M.
Erie Express.........4.10 "
Paoli Accom. Nos. 2 & 3.........at 4.10 & 7.10 "
Day Express.........6.20 "
Harrisburg Accom.........9.50 "
For further information, apply to
JOHN C. ALLEN, Ticket Agent, 901 Chestnut street.
FRANCIS FUNK, Agent, 116 Market street.
SAMUEL H. WALLACE, Ticket Agent at the Depot.
The Pennsylvania Railroad Company will not assume any risk for Baggage, except for wearing apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.
EDWARD H. WILLIAMS, General Superintendent, Altoona, Pa.

WEST CHESTER AND PHILADELPHIA RAILROAD, VIA MEDIA.—WINTER ARRANGEMENTS. On and after MONDAY, Oct. 7th, 1867, trains will leave Depot, Thirty-first and Chestnut streets, as follows:
Trains leave Philadelphia for West Chester, at 7.45 A. M., 11.00 A. M., 2.30, 4.15, 4.50, 6.15 and 11.30 P. M.
Leave West Chester for Philadelphia, from Depot on E. Market street, 6.25, 7.45, 8.00 and 10.45 A. M., 1.55, 4.50 and 6.55 P. M.
Trains leaving West Chester at 8.00 A. M., and leaving Philadelphia at 4.50 P. M., will stop at B. C. Junction and Media only.
Passengers to or from stations between West Chester and B. C. Junction going East, will take train leaving West Chester at 7.45 A. M., and going West will take train leaving Philadelphia at 4.50 P. M., and transfer at B. C. Junction.
Trains leaving Philadelphia at 7.45 A. M. and 4.50 P. M., and leaving West Chester at 8.00 A. M. and 4.50 P. M., connect at B. C. Junction with Trains on the P. and B. C. R. R. for Oxford and intermediate points.
ON SUNDAYS—Leave Philadelphia at 8.30 A. M. and 2.00 P. M.
Leave West Chester 7.55 A. M. and 4 P. M.
The Depot is reached directly by the Chestnut and Walnut street cars. Those of the Market street line run within one square. The cars of both lines connect with each train upon its arrival.
Passengers are allowed to take wearing apparel only as Baggage, and the Company will not, in any case, be responsible for an amount exceeding $100, unless special contract is made for the same.
HENRY WOOD, General Superintendent.

TRAVELERS' GUIDE.

QUICKEST TIME ON RECORD.

THE PAN-HANDLE ROUTE.

26 HOURS to CINCINNATI, via PENNSYLVANIA RAILROAD AND PAN-HANDLE, 7½ HOURS less TIME than by COMPETING LINES.

PASSENGERS taking the 8.00 P. M. TRAIN arrive in CINCINNATI next EVENING at 9.55 P. M., 26 HOURS. ONLY ONE NIGHT on the ROUTE.

THE WOODRUFF'S celebrated Palace State Room SLEEPING-CARS run through from PHILADELPHIA to CINCINNATI. Passengers taking the 12.00 M. and 11.00 P. M. Trains reach CINCINNATI and all points WEST and SOUTH ONE TRAIN IN ADVANCE of all other Routes.

Passengers for CINCINNATI, INDIANAPOLIS, ST. LOUIS, CAIRO, CHICAGO, PEORIA, BURLINGTON, QUINCY, MILWAUKEE, ST. PAUL, OMAHA, N. T., and all points WEST, NORTHWEST and SOUTHWEST, will be particular to ask for TICKETS Via PAN-HANDLE ROUTE.

TO SECURE the UNEQUALED advantages of this LINE, be VERY PARTICULAR and ASK FOR TICKETS "Via PAN-HANDLE," at TICKET OFFICES, N. W. CORNER NINTH and CHESTNUT Streets, NO. 116 MARKET STREET, bet. Second and Front Sts., and THIRTY-FIRST and MARKET Streets, West Phila. S. F. SCULL, Gen'l Ticket Agt., Pittsburgh. JOHN H. MILLER, Gen'l East'n Agt., 526 Broadway, N.Y.

WEST JERSEY RAILROAD LINES. FROM FOOT OF MARKET STREET, (UPPER FERRY.) COMMENCING TUESDAY, SEPT. 17, 1867.
Trains will leave as follows:
For Bridgeton, Salem, Vineland, Millville and intermediate Stations, at 8.00 A. M., and 3.30 P. M.
For Cape May 3.30 P. M.
For Woodbury at 8.00 A. M., and 3.30 and 6.00 P. M.
Freight Train leaves Camden at 12.00 M. (noon.)
Freight will be received at Second Covered Wharf below Walnut street, from 7 A. M. until 5 P. M. Freight received before 9 A. M. will go forward the same day.
Freight Delivery, No. 228 South Delaware avenue.
WILLIAM J. SEWELL, Superintendent.

READING RAILROAD.—GREAT TRUNK LINE from Philadelphia to the interior of Pennsylvania, the Schuylkill, Susquehanna, Cumberland and Wyoming Valleys, the North, Northwest and the Canadas. Winter Arrangement of Passenger Trains, Nov. 18, 1867, leaving the Company's Depot, Thirteenth and Callowhill streets, Philadelphia, at the following hours:
MORNING ACCOMMODATIONS.—At 7.30 A. M. for Reading and all intermediate Stations, and Allentown. Returning, leaves Reading at 6.30 P. M., arriving in Philadelphia at 9.10 P. M.
MORNING EXPRESS.—At 8.15 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pine Grove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, &c.
The 7.30 train connects at Reading with the East Pennsylvania Railroad trains for Allentown, &c., and the 8.15 A. M. connects with the Lebanon Valley train for Harrisburg, &c.; at Port Clinton with Catawissa R.R. trains for Williamsport, Lock Haven, Elmira, &c.; at Harrisburg with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, &c.
AFTERNOON EXPRESS.—Leaves Philadelphia at 3.30 P. M. for Reading, Pottsville, Harrisburg, &c., connecting with Reading and Columbia Railroad trains for Columbia, &c.
POTTSTOWN ACCOMMODATION.—Leaves Pottstown at 6.45 A. M., stopping at intermediate stations; arrives in Philadelphia at 9.05 A. M. Returning leaves Philadelphia at 5.00 P. M.; arrives in Pottstown at 7.05 P. M.
READING ACCOMMODATION.—Leaves Reading at 7.30 A. M., stopping at all way stations; arrives in Philadelphia at 10.15 A. M.
Returning, leaves Philadelphia at 4.00 P. M.; arrives in Reading at 6.45 P. M.
Trains for Philadelphia leave Harrisburg at 8.10 A. M., and Pottsville at 8.45 A. M., arriving in Philadelphia at 1.00 P. M. Afternoon trains leave Harrisburg at 2.10 P. M., and Pottsville at 2.45 P. M.; arriving at Philadelphia at 6.45 P. M.
Harrisburg accommodation leaves Reading at 7.15 A. M., and Harrisburg at 4.10 P. M. Connecting at Reading with Afternoon Accommodation south at 6.30 P. M., arriving in Philadelphia at 9.10 P. M.
Market train, with a Passenger car attached, leaves Philadelphia at 12.45 noon for Pottsville and all Way Stations; leaves Pottsville at 7 A. M., for Philadelphia and all Way Stations.
All the above trains run daily, Sundays excepted.
Sunday trains leave Pottsville at 8.00 A. M., and Philadelphia at 3.15 P. M.; leave Philadelphia for Reading at 8.00 A. M., returning from Reading at 4.25 P. M.
CHESTER VALLEY RAILROAD.—Passengers for Downingtown and intermediate points take the 7.30 A. M. and 4.00 P. M. trains from Philadelphia, returning from Downingtown at 6.30 A. M. and 1.00 P. M.
NEW YORK EXPRESS FOR PITTSBURGH AND THE WEST.—Leaves New York at 9 A. M., 5.00 and 8.00 P. M., passing Reading at 1 A. M., 1.50 and 10.10 P. M., and connect at Harrisburg with Pennsylvania and Northern Central Railroad Express Trains for Pittsburgh, Chicago, Williamsport, Elmira, Baltimore, &c.
Returning, Express Train leaves Harrisburg, on arrival of Pennsylvania Express from Pittsburgh, at 3 and 5.25 A. M., 9.35 P. M., passing Reading at 4.49 and 7.06 A. M. and 11.40 P. M., arriving at New York 10.10 and 11.45 A. M., and 5.00 P. M. Sleeping Cars accompanying these trains through between Jersey City and Pittsburgh, without change.
Mail train for New York leaves Harrisburg at 8 10 A. M. and 2.05 P. M. Mail train for Harrisburg leaves New York at 12 Noon.
SCHUYLKILL VALLEY RAILROAD.—Trains leave Pottsville at 6.30, 11.00 A. M. and 7.15 P. M., returning from Tamaqua at 7.35 A. M. and 1.40 and 4.35 P. M.
SCHUYLKILL AND SUSQUEHANNA RAILROAD.—Trains leave Auburn at 7.55 A. M. for Pinegrove and Harrisburg, and at 12.45 P. M. for Pinegrove and Tremont; returning from Harrisburg at 3.55 P. M., and from Tremont at 7.40 A. M. and 5.35 P. M.
TICKETS.—Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canadas.
Excursion Tickets from Philadelphia to Reading and intermediate Stations, good for day only, are sold by Morning Accommodation, Market Train, Reading and Pottstown Accommodation Trains at reduced rates.
Excursion Tickets to Philadelphia, good for day only, are sold at Reading and intermediate Stations by Reading and Pottstown Accommodation Trains at reduced rates.
The following tickets are obtainable only at the Office of S. Bradford, Treasurer, No. 227 South Fourth street, Philadelphia, or of G. A. Nicolls, General Superintendent, Reading.
Commutation Ticket, at 25 per cent. discount, between any points desired, for families and firms.
Mileage Tickets, good for 2 000 miles, between all points at $52 50 each, for families and firms.
Season Tickets, for three, six, nine or twelve months, for holders only, to all points at reduced rates.
Clergymen residing on the line of the road will be furnished with cards, entitling themselves 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 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 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and all points beyond.
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.

PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD—TIME TABLE.—Commencing Monday, Sept. 30th, 1867. Trains will leave Depot, corner of Broad street and Washington avenue, as follows:
Way-mail Train, at 8.30 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting with Delaware Railroad at Wilmington for Crisfield and intermediate stations.
Express train at 12.00 M. (Sundays excepted) for Baltimore and Washington.
Express Train at 3.30 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, Northeast, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run.
Night Express at 11.00 P. M. (daily) for Baltimore and Washington. Connects at Wilmington (Saturdays excepted) with Delaware Railroad Line, stopping at New Castle, Middleton, Clayton, Dover, Harrington, Seaford, Salisbury, Princess Anne, and connecting at Crisfield with boat for Fortress Monroe, Norfolk, Portsmouth and the South.
Passengers for Fortress Monroe and Norfolk via Baltimore will take the 12.00 M. Train. Via Crisfield will take the 11.00 P. M. train.
Wilmington Trains, stopping at all stations between Philadelphia and Wilmington:
Leave Philadelphia at 11.00 A. M., 2.30, 5.00 and 7.00 P. M. The 5.00 P. M. train connects with the Delaware Railroad for Harrington and intermediate stations.
Leave Wilmington 7.00 and 8.10 A. M., 4.00 and 6.30 P. M.
Leave Wilmington 7.00 and 8.60 A. M., and 4.00 and 6.30 (daily) P. M.
From Baltimore to Philadelphia.—Leave Baltimore 7.25 A. M., Way Mail. 9.35 A. M., Express. 2.15 P. M., Express. 6.85 P. M., Express. 8.55 P. M., Express.
SUNDAY TRAINS FROM BALTIMORE.—Leave Baltimore at 8.55 P. M., stopping at Havre de Grace, Perryville and Wilmington. Also stops at North East, Elkton and Newark to take passengers for Philadelphia, and leave passengers from Washington or Baltimore, and at Chester to leave passengers from Washington or Baltimore.
Through tickets to all points West, South and Southwest may be procured at ticket office, 828 Chestnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing tickets at this office can have baggage checked at their residence by the Union Transfer Company.
H. F. KENNEY, Superintendent.

PHILADELPHIA AND ERIE RAILROAD.—WINTER TIME TABLE.—Through and Direct Route between Philadelphia, Baltimore, Harrisburg, Williamsport and the Great Oil Region of Pennsylvania.—Elegant Sleeping Cars on all Night Trains.
On and after MONDAY, Nov. 25th, 1867, the Trains on the Philadelphia and Erie Railroad will run as follows:

WESTWARD.
Mail Train leaves Philadelphia.........11.15 P. M.
" " arrives at Erie.........8.00 P. M.
Erie Express leaves Philadelphia.........12.00 M.
" " " Williamsport.........8.50 A. M.
" " arrives at Erie.........9.45 A. M.
Elmira Mail leaves Philadelphia.........8.00 A. M.
" " " Williamsport.........6.25 P. M.
" " arrives at Lock Haven.........7.45 P. M.

EASTWARD.
Mail Train leaves Erie.........10.25 A. M.
" " " Williamsport.........11.55 P. M.
" " arrives at Philadelphia.........8.55 A. M.
Erie Express leaves Erie.........4.25 P. M.
" " " Williamsport.........3.20 A. M.
" " arrives at Philadelphia.........1.00 P. M.
Elmira Mail leaves Lock Haven.........7.10 A. M.
" " " Williamsport.........8.50 A. M.
" " arrives at Philadelphia.........6.10 P. M.

Mail and Express connect with all trains on Warren and Franklin Railway. Passengers leaving Philadelphia at 12.00 M. arrive at Irvington at 6.40 A. M. and Oil City at 9.50 A. M.
Leaving Philadelphia at 11.15 P. M., arrive at Oil City at 4.55 P. M.
All trains on Warren and Franklin Railway make close connections at Oil City with trains for Franklin and Petroleum Centre. Baggage checked through.
ALFRED L. TYLER, General Superintendent.

TRAVELERS' GUIDE.

PHILADELPHIA, GERMANTOWN AND NORRISTOWN RAILROAD TIME TABLE.—On and after Wednesday, May 1, 1867.
FOR GERMANTOWN.
Leave Philadelphia—6, 7, 8, 9.05, 10, 11, 12 A. M., 1, 2, 3.15, 3½, 4, 5, 5¾, 6.10, 7, 8, 9, 10, 11, 12 P. M.
Leave Germantown—6, 7, 7½, 8, 8.20, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 4½, 5, 6½, 7, 8, 9, 10, 11 P. M.
The 8.20 down train, and the 3½ and 5½ up trains, will not stop on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia—9.15 minutes A. M.; 2, 7 and 10¾ P.M.
Leave Germantown—8.15 A. M.; 1, 6 and 9¾ P. M.
CHESTNUT HILL RAILROAD.
Leave Philadelphia—6, 8, 10, 12 A. M.; 2, 3½, 5¾, 7, 9 and 11 P. M.
Leave Chestnut Hill—7.10 minutes, 8, 9.40 and 11.40 A. M.; 1.40, 3.40, 5.40, 6.40, 8.40 and 10.40 P. M.
ON SUNDAYS.
Leave Philadelphia—9.15 minutes A. M.; 2 and 7 P. M.
Leave Chestnut Hill—7.50 minutes A. M.; 12.40, 5.40 and 9.25 minutes P. M.
FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia—6, 7¾, 9, 11.05, A. M.; 1½, 3, 4½, 5¼, 6.15, 8.05 and 11½ P. M.
Leave Norristown—5.40, 7.7.50, 9, 11 A. M.; 1½, 3, 4½, 6.15 and 8½ P. M.
ON SUNDAYS.
Leave Philadelphia—9 A. M.; 2½ and 7.15 P. M.
Leave Norristown—7 A. M.; 5½ and 9 P. M.
FOR MANAYUNK.
Leave Philadelphia—6, 7½, 9, 11.05 A. M.; 1½, 3, 4½, 5¾, 6.15, 8.05 and 11½ P. M.
Leave Manayunk—6.10, 7½, 8.20, 9½, 11½ A. M.; 2, 3½, 5, 6¼ and 9 P. M.
ON SUNDAYS.
Leave Philadelphia—9 A. M.; 2½ and 7.15 P. M.
Leave Manayunk—7½ A. M.; 6 and 9½ P. M.
W. S. WILSON, General Superintendent, Depot, Ninth and Green streets.

PHILADELPHIA & BALTIMORE CENTRAL RAILROAD.—Winter Arrangements.—On and after Monday, Oct. 7th, 1867, the Trains will leave Philadelphia, from the Depot of the West Chester & Philadelphia Railroad, corner of Thirty-first and Chestnut streets. West Philada., at 7.45 A. M. and 4.50 P. M.
Leave Rising Sun, at 5.40 and 6.30 A. M., and leave Oxford at 3.25 P. M.
A Market Train with Passenger Car attached will run on Tuesdays and Fridays, leaving the Rising Sun at 11.05 A. M., Oxford at 11.45 A. M., and Kennett at 1.00 P. M., connecting at West Chester Junction with a train for Philadelphia. On Wednesdays and Saturdays train leaving Philadelphia at 2.30 P. M. runs through to Oxford.
The Train leaving Philadelphia at 7.45 A. M. connects at Oxford with a daily line of Stages for Peach Bottom, in Lancaster county. Returning, leaves Peach Bottom to connect at Oxford with the Afternoon Train for Philadelphia.
The Train leaving Philadelphia at 4.50 P. M. runs to Rising Sun, Md.
Passengers 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 be made for the same.
mh12 HENRY WOOD, General Sup't.

CAMDEN AND ATLANTIC RAILROAD. WINTER ARRANGEMENTS. On and after Thursday, October 31st, 1867, trains will leave Vine Street Ferry daily (Sundays excepted):
Mail and Freight.........7.30 A. M.
Atlantic Accommodation.........3.45 P. M.
Junction Accommodation to Atco and intermediate stations.........5.30 P. M.
RETURNING, WILL LEAVE ATLANTIC:
Atlantic Accommodation.........6.15 A. M.
Mail and Freight.........1.25 P. M.
Junction Accommodation from Atco.........6.30 A. M.
Haddonfield Accommodation will leave
Vine Street Ferry.........10.15 A. M., 2.00 P. M.
Haddonfield.........1.00 P. M., 3.15 P. M.
oc30-tf D. H. MUNDY, Agent.

FAST FREIGHT LINE, VIA NORTH PENNSYLVANIA RAILROAD, to Wilkesbarre, Mahanoy City, Mount Carmel, Centralia, and all points on Lehigh Valley Railroad and its branches.
By new arrangements, perfected this day, this road is enabled to give increased despatch to merchandise consigned to the above named points.
Goods delivered at the Through Freight Depot, S. E. cor. of FRONT and NOBLE Streets, Before 5 P. M., will reach Wilkesbarre, Mount Carmel, Mahanoy City, and the other stations in Mahanoy and Wyoming valleys before 11 A. M., of the succeeding day.
fe26 ELLIS CLARK, Agent.

CAMDEN AND BURLINGTON COUNTY RAILROAD.—On and after Monday, February, 10th, 1868, Trains will leave from the foot of Market street (Upper Ferry) for Merchantville, Moorestown, Hartford, Masonville, Hainesport, Mount Holly, Smithville, Ewansville, Vincentown, Birmingham and Pemberton, at 10.30 A. M., 3.00 and 4.30 P. M.
RETURNING.
Leave Pemberton, 7.20, 8.25 A. M., and 2.20 P. M.
" Mount Holly, 7.35, 8.47 A. M., and 2.41 P. M.
" Moorestown, 8.18, 9.15 A. M., and 3.13 P. M.
The 3.00 P. M. line will run through to Hightstown, stopping at all the intermediate places.
C. SAILER, Superintendent.

PEMBERTON AND HIGHTSTOWN RAILROAD COMPANY. NOTICE.—On and after MONDAY, February 10, 1868, a line will leave Hightstown via Pemberton and Mount Holly, for Philadelphia, at 7 o'clock A. M., arriving about 10 A. M. Returning, will leave Philadelphia, from foot of Market street (upper ferry), at 3 o'clock P. M., arriving at Hightstown about 6 P. M.
FEBRUARY 7, 1868. W. H. GATZMER, Agent. fe8-tf

SHIPPERS' GUIDE.

For Boston---Steamship Line Direct.

SAILING FROM EACH PORT EVERY FIVE DAYS, FROM PINE STREET, PHILADELPHIA, AND LONG WHARF, BOSTON.

This line is composed of the first-class Steamships,
ROMAN, 1,488 tons, Captain O. Baker.
SAXON, 1,250 tons, Captain F. M. Boggs.
NORMAN, 1,203 tons, Captain L. Crowell.
The NORMAN from Phila., Thursday, Feb. 20, at 10 A.M.
The ROMAN, from Boston on Tuesday, Feb. 18, 3 P. M.
These Steamships sail punctually, and Freight will be received every day, a Steamer being always on the berth.
Freight for points beyond Boston sent with despatch.
For Freight or Passage (superior accommodations), apply to HENRY WINSOR & CO., mv31 338 South Delaware avenue.

PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COMPANY'S REGULAR LINES. FROM PIER 18 SOUTH WHARVES.
The JUNIATA will sail FOR NEW ORLEANS, VIA HAVANA, Saturday, February 29th, at 8 o'clock A. M.
The STAR OF THE UNION will sail FROM NEW ORLEANS, VIA HAVANA, Saturday, February 29th.
The WYOMING will sail FOR SAVANNAH, Saturday, February 22d, at 8 o'clock A. M.
The TONAWANDA will sail FROM SAVANNAH, on ———.
The PIONEER will sail FOR WILMINGTON, N. C., on — February —, at 5 o'clock P. M.
Through Bills of Lading signed, and Passage Tickets sold to all points South and West.
WILLIAM L. JAMES, General Agent.
CHARLES E. DILKES, Freight Agent,
no8 No. 314 South Delaware avenue.

PHILADELPHIA, RICHMOND AND NORFOLK STEAMSHIP LINE. THROUGH FREIGHT AIR LINE TO THE SOUTH AND WEST. EVERY SATURDAY, At Noon, from FIRST WHARF above MARKET street. THROUGH RATES and THROUGH RECEIPTS to all points in North and South Carolina via Seaboard Air-Line Railroad, connecting at Portsmouth and to Lynchburg, Va., Tennessee and the West, via Virginia and Tennessee Air-Line and Richmond and Danville Railroad. Freight HANDLED BUT ONCE, and taken at LOWER RATES THAN ANY OTHER LINE.
The regularity, safety and cheapness of this route commend it to the public as the most desirable medium for carrying every description of freight.
No charge for commission, drayage, or any expense of transfer.
Steamships insure at lowest rates.
Freight received DAILY.
WM. P. CLYDE & CO., 14 North and South Wharves.
W. P. PORTER, Agent at Richmond and City Point.
T. P. CROWELL & CO., Agents at Norfolk. fe1-tf

DAILY LINE FOR BALTIMORE, Via Chesapeake and Delaware Canal. Philadelphia and Baltimore Union Steamboat Company, daily at 3 o'clock P. M.
The Steamers of this line are now plying regularly between this port and Baltimore, leaving Wharf No. 3 North Delaware avenue, above Market street, daily at 3 o'clock P. M. (Sundays excepted.)
Carrying all description of Freight as low as any other line.
Freight handled with great care, delivered promptly, and forwarded to all points beyond the terminus free of commission.
Particular attention paid to the transportation of all description of Merchandise, Horses, Carriages, &c., &c.
For further information, apply to JOHN D. RUOFF, Agent, ap16-1y§ No. 18 North Delaware avenue.

HAVANA STEAMERS. SEMI-MONTHLY LINE. The Steamships
HENDRICK HUDSON.........Capt. Howes.
STARS AND STRIPES.........Capt. Holmes.
These steamers will leave this port for Havana every other Tuesday at 8 A. M.
The steamship STARS AND STRIPES, Holmes, master, will sail for Havana on Tuesday morning, February 11, at 8 o'clock.
Passage to Havana, $50, currency.
No freight received after Saturday.
For freight or passage, apply to THOMAS WATTSON & SONS, au20 140 North Delaware avenue.

NEW EXPRESS LINE TO ALEXANDRIA, Georgetown and Washington, D. C., via Chesapeake and Delaware Canal, with connections at Alexandria from the most direct route for Lynchburg, Bristol, Knoxville, Nashville, Dalton and the Southwest.
Steamers leave regularly from the first wharf above Market street, every Saturday at noon.
Freight received daily.
WM. P. CLYDE & CO., 14 North and South Wharves.
J. B. DAVIDSON, Agent at Georgetown.
M. ELDRIDGE & CO., Agents at Alexandria, Virginia. fe1-tf

DELAWARE AND CHESAPEAKE Steam Tow-Boat Company.—Barges towed between Philadelphia, Baltimore, Havre-de-Grace, Delaware City and intermediate points. WM. P. CLYDE & CO., Agents. Capt. JOHN LAUGHLIN, Sup't Office, 14 S. Wharves, Phila. fe1-tf

FOR NEW YORK.—SWIFTSURE Transportation Company—Despatch and Swiftsure Lines via Delaware and Raritan Canal, on and after the 15th of March, leaving daily at 12 M. and 5 P. M., connecting with all Northern and Eastern lines. For freight, which will be taken on accommodating terms, apply to WM. M. BAIRD & CO., mh13-ly No. 132 South Delaware avenue.

SHERIFF'S SALE.

POSTPONED SHERIFF'S SALE.—BY VIRTUE OF a writ of *fieri facias*, to me directed, will be exposed to Public Sale or Vendue, on TUESDAY, February 18th, 1868, at 10 o'clock, A. M., at the Restaurant, in basement, Broad street, first door below Walnut.
The stock and fixtures of said Restaurant, consisting of Billiard Tables, Wines and Liquors, Tables, Chairs, Crockery, Cooking Utensils, Bar and Fixtures, &c., &c.
Also, good-will and unexpired term of said premises.
Seized and taken in execution and to be sold by HENRY C. HOWELL, Sheriff.
PHILADELPHIA, Sheriff's Office, Dec. 11, 1867. fe15-3t

FOR SALE.

"EPHRATA MOUNTAIN SPRINGS."—FOR sale, the delightful summer resort known as the Ephrata Mountain Springs Property, comprising the hotel and outbuildings, with 78 acres of first quality farming land, situate in Lancaster county, Pennsylvania, on the line of the Reading and Columbia Railroad, within five hours' ride from Philadelphia, five hours from Baltimore, and one hour from Reading and Lancaster. The hotel buildings are large, substantially built and in perfect order; also, several cottages, billiard and bowling saloon, ice-house, stables, &c., &c. The whole property is in perfect order and ready for immediate use. All the furniture, bedsteads, bedding, linen and table ware will be sold with the property. For further particulars and diagrams of the property and buildings, apply to J. M. GUMMEY & SONS, 508 Walnut street.

WALNUT STREET.—FOR SALE—AN ELEGANT brick Residence, 26 feet front, built and finished throughout in a superior manner, with extra conveniences and in perfect repair, situate on the south side of Walnut street, above Ninth. Large stable and carriage-house, and lot 178 feet deep. J. M. GUMMEY & SONS, 508 Walnut street.

FOR SALE.—NO. 818 NORTH SEVENTH Street.
No. 926 Pine street.
No. 2406 and 2409 Lombard street.
Hamilton street, West Philadelphia.
No. 2116 Pine street.
West Arch street, above Twentieth.
First-class Mansion, West Philadelphia.
Apply to COPPUCK & JORDAN, 433 Walnut street.

FOR SALE—THE HANDSOME THREE-STORY brick Residence, with attics and double-back buildings, furnished with every modern convenience, and finished throughout in the best manner, and in perfect order; situate No. 1114 Vine street. Will be sold low if sold within two weeks. Deep lot, running through to a street on the rear. J. M. GUMMEY & SONS, 508 Walnut street.

COUNTRY SEAT AND FARM FOR SALE.—50 OR 100 acres, Bristol Pike, above Seven Mile Stone, and near Tacony. Coach Factory and Dwellings to let. Apply on premises, or to R. WHITAKER, 610 Locust street. fe15-3t*

FOR SALE—THE HANDSOME FOUR-STORY Brick Residence, 23 feet front, built in the best manner, with every convenience and in perfect order. No. 468 North Fourth street. J. M. GUMMEY & SONS, 508 Walnut street.

TO RENT.

FOR RENT—HANDSOME MODERN RESIDENCE, No. 1113 Race street. Modern four-story Residence, No. 326 South Fifteenth street. Handsome modern Residence, northwest corner of Fourth and Brownwood streets. J. M. GUMMEY & SONS, 508 Walnut street.

MARKET STREET.—FOR RENT—A VALUABLE Store Property, 25 feet front, with lot 180 feet deep, situate on Market street, between Seventh and and Eighth streets. Possession given, February 1st, 1868. J. M. GUMMEY & SONS, 508 Walnut street.

TO RENT—A STABLE BACK OF 1008 WALNUT street; room for four horses and three carriages. Immediate possession. Also, five-story Store, No. 404 South Delaware avenue. Immediate possession. Apply to COPPUCK & JORDAN, 433 Walnut street.

FOR RENT—FROM DECEMBER 1ST, A LARGE new Store, on Delaware avenue, below Chestnut st. Apply to JOS. B. BUSSIER & CO., no8 tf 108 South Delaware avenue.

TO RENT—THREE STORY RESIDENCE, 1830 Poplar street; four-story residence, 1233 and 1235 South Broad street. Apply 226 S. Fourth st. fe11 6t*

DESK ROOM TO LET IN A PLEASANT OFFICE ON Walnut street—Price moderate to one who would expect to remain in the office during business hours. Address "Companion," at this office. fe15.3t*

TO LET—THE SPLENDID UPPER ROOM OF THE Store S. W. corner of Eleventh and Chestnut streets, with every convenience, such as hatchway, water, water-closets, gas, &c. Rent low. Apply on the premises. fe15-6t

REAL ESTATE SALES.

PUBLIC SALE.—THE FARM, CONTAINING 73¼ acres, machinery, &c., &c., of "The Sheets Farm Oil Company of Philadelphia," on Dunkard Creek, Greene county, Pa., (subject to a lease of 25 acres and 63 perches of the same for the purpose of boring and drilling for oil, ore, salt, or other minerals) will be sold without reserve, at the Philadelphia Exchange, Philadelphia, on Tuesday, March 24th, 1868, at 12 o'clock, noon. Terms cash. $300 to be paid at time of sale, and balance on delivery of deed. M. THOMAS & SONS, Auctioneers, ja16tmh24§ 139 and 141 South Fourth street.

LEGAL NOTICES.

EASTERN DISTRICT OF PENNSYLVANIA SS.—IN Bankruptcy.—In the matter of JAMES B. MITCHELL, of Philadelphia, in the county of Philadelphia, in the said district, a bankrupt.
The said bankrupt having under the act of Congress of 2d of March, 1867, filed his petition for a discharge from all his debts provable under the said act, and for a certificate thereof, alleging that no assets have come to the hands of the assignee, and that no debts have been proved, it is ordered that a meeting of creditors be held on the 18th day of February, 1868, at 3½ o'clock, P. M., before the Register, William McMichael, at his office, 530 Walnut st., in the City of Phila., to be continued by adjournment, if necessary, when and where the examination of the said bankrupt shall be finished, and any business of the said second and third meetings required by the 27th and 28th sections of the said act may be transacted, and that if neither assignee nor creditor oppose, the Register certify to the Court whether the said bankrupt has in all things conformed to his duty under the said act, and if not, in what respects, which certificates and the said examination, when closed, with all other papers relating to the case, will be filed by the Register in the Clerk's office.
It is further ordered that a hearing be had upon the said petition for discharge and certificate on WEDNESDAY, the 26th day of February, 1868, before the said Court at Philadelphia, at 10 o'clock, A. M., who have proved their debts, and other persons in interest, may appear and show cause, if any they have, why the prayer of the said petition should not be granted.
Witness, the Honorable John Cadwalader, [SEAL] Judge of the said District Court, and the said seal thereof, at Philadelphia, the — day of January, A. D. 1868.
ATTEST—G. R. FOX, Clerk.
WM. McMICHAEL, Register in Bankruptcy,
fe3,10,17 No. 530 Walnut street.

IN THE ORPHANS' COURT FOR THE CITY AND County of Philadelphia.—Estate of CHARLES KEYSER, deceased, in Partition.
Please notice a rule on you this day granted by the Court to accept or refuse the premises mentioned in the proceedings at the valuation, and to show cause why an order should not be made for the sale of said premises, returnable on Saturday, Feb. 29th, 1868 at 10 o'clock A. M.
To William R. Baker, Felix W. Baker, Mary E. Gilliam and ——— Gilliam, her husband, James L. Baker, Elizabeth Brown, Matilda Henderson, G. T. Henderson, Martha Wilhoit, Young Wilhoit, Emeline Gregory, William H. Gregory, ——— Keyser, widow of Hiram Keyser, dec'd., Charles M. Keyser, Martha Gouldy, John Gouldy, Anna Hatfield, Lewis Hatfield, Jane Keyser, Rufus Keyser, Ezra Keyser, Catharine Morris, John L. Keyser, Alexander Murdock. GEO. JUNKIN, JR., Attorney for Petitioner.
FEBRUARY 1, 1868. fe3-m 3t

IN THE ORPHANS' COURT FOR THE CITY and County of Philadelphia.—Estate of GOTTLOB LEITENBERGER, dec'd. The Auditor appointed by the Court to audit, settle and adjust the account of FREDERICK KOONS, Administrator of estate of GOTTLOB LEITENBERGER, deceased, and to report distribution of the balance in the hands of the accountant, will meet the parties interested for the purposes of his appointment, on WEDNESDAY, the 19th day of February, at 4 o'clock P. M., at his office, N. W. cor. of Fifth and Green streets, in the city of Philadelphia.
CHAS. N. MANN, Auditor.
fe7 f m w5t*

IN THE DISTRICT COURT OF THE UNITED States for the Eastern District of Pennsylvania.—In Bankruptcy. At Philadelphia, the 10th day of January, A. D. 1868. The undersigned hereby gives notice of his appointment as Assignee of CHARLES TAGE, of Philadelphia, in the county of Philadelphia, and State of Pennsylvania, within said District, who has been adjudged a Bankrupt, upon his own petition, by the said District Court.
WM. VOGDES, Assignee, 128 South Sixth street.
To the Creditors of said Bankrupt. fe3m3t*

ESTATE OF JOHN H. CAMPBELL, DECEASED.—Letters Testamentary on said Estate having been granted to the undersigned, all persons having claims or demands against the said Estate are requested to make known the same without delay, and those indebted to make payment to CATHARINE CAMPBELL, Executrix, No. 310 North Sixth street, or her Attorney, EDWARD S. CAMPBELL, No. 531 Vine street. fe3-m-6t*

GAS FIXTURES.

VANKIRK & MARSHALL HAVE A COMPLETE stock of Chandeliers, Brackets, Portable Stand and Bronzes, at No. 912 Arch street.

CALL AND BUY YOUR GAS-FIXTURES FROM the manufacturers. VANKIRK & MARSHALL, No. 912 Arch street.

VANKIRK & MARSHALL, NO. 912 ARCH STREET, manufacture and keep all styles of Gas-Fixtures and Chandeliers. Also, refinish old fixtures.

VANKIRK & MARSHALL, NO. 912 ARCH STREET, give special attention to fitting up Churches. Pipe run at the lowest rates.

GOLD, GILT AND ELECTRO SILVER-PLATED Gas-Fixtures, at VANKIRK & MARSHALL'S, No. 912 Arch street. All work guaranteed to give satisfaction. None but first-class workmen employed. fe6-3m w§m§

GAS FIXTURES.—MISKEY, MERRILL & Thackara, No. 718 Chestnut street, manufacturers of Gas Fixtures, Lamps, &c., &c., would call the attention of the public to their large and elegant assortment of Gas Chandeliers, Pendents, Brackets, &c. They also introduce gas pipes into dwellings and public buildings, and attend to extending, altering and repairing gas pipes. All work warranted.

DRUGS.

ROBERT SHOEMAKER & CO., WHOLESALE Druggists, N. E. corner Fourth and Race streets, invite the attention of the Trade to their large stock of Fine Drugs and Chemicals, Essential Oils, Sponges, Corks, &c.

DRUGGISTS' SUNDRIES.—GRADUATES, MORTAR Pill Tiles, Combs, Brushes, Mirrors, Tweezers, Puff Boxes, Horn Scoops, Surgical Instruments, Trusses, Hard and Soft Rubber Goods, Vial Cases, Glass and Metal Syringes, &c., all at "First Hands" prices. SNOWDEN & BROTHER, ap5-tf 23 South Eighth street.

RICHARD ROOT, OF RECENT IMPORTATION, and very superior quality; White Gum Arabic, East India Castor Oil, White and Mottled Castile Soap, Olive Oil, of various brands. For sale by ROBERT SHOEMAKER & CO., Druggists, Northeast corner Fourth and Race streets.

PURE PAINTS.—WE OFFER TO THE TRADE PURE White Lead, Zinc White and Colored Paints of our own manufacture, of undoubted purity, in quantities to suit purchasers. ROBERT SHOEMAKER & CO., Dealers in Paints and Varnishes, N. E. corner Fourth and Race streets.

BERMUDA AND GEORGIA ARROW ROOT.—THE New Crop—sweet, pure, and of dazzling whiteness, directly from the growers. Sold at standard weight, and guaranteed in freshness and purity. HUBBELL, Apothecary, 1410 Chestnut street.