XLth CONGRESS—Third Session.

CLOSE OF YESTERDAY'S PROCEEDINGS.

SENATE.—Mr. Williams offered a resolution instructing the Judiciary Committee to inquire into the practicability and expediency of some immediate legislation to prevent the discharge of persons convicted of crimes by the extraordinary decisions of the United States District Judge of Virginia.

Mr. Ferry moved to strike out the word "extraordinary." He knew little about Judge Underwood's decisions, and therefore he was not willing to vote for a resolution reflecting upon them.

Mr. Ferry's amendment was adopted, and the resolution was then passed.

Mr. Conness offered a resolution directing the Committee on Naval Affairs to inquire into the practicability of making the harbors of the midway islands on the Pacific a rendezvous for United States vessels. Adopted.

Mr. Cole introduced a bill to provide a temporary government for Alaska. Referred to Committee on Territories and ordered to be printed.

Mr. Conness moved to take up his bill to fix the compensation for labor performed for the Government, providing that there shall be no reduction of pay on account of the reduction of the hours of labor, and he called for the yeas and nays upon his motion, which was lost—yeas 22, nays 38.

Mr. Corbett offered a resolution requesting the Secretary of the Treasury to inform the Senate of the total cost of the issue of the United States fractional currency up to this time. Adopted.

The Senate then, on motion of Mr. Morton, took up his bill for the resumption of specie payments, upon which he spoke at length.

He said the great problem now to be solved is to reintroduce into the currency gold and silver, which can be done only by making the notes of the Government and of the National banks convertible into coin at par. Why is our currency depreciated? and why would it be depreciated if the Government did not owe a single bond? Because the greenback note is a promise by the Government to pay so many dollars on demand, which it does not pay. The promise is daily broken, and has long been dishonored. The note draws no interest, and the Government has fixed no time when it will pay it. Under such circumstances the note must be depreciated.

The solvency or ultimate ability of the promiser never kept overdue paper at par and never will. To do that something more is required than the ultimate wealth or ability of the promiser. There must be certainty in the payment and time of payment; and if the time of payment be deferred, compensation must be made by the payment of interest.

In overcoming the depreciation of the currency, we have to overcome the difference in value between the greenback currency and the like amount of gold, and not that between $2,000,000,000 of bonded debt and $2,000,000,000 in gold; even if the credit of the Government was so greatly impaired as that her bonds were not worth 25 cents on the dollar, still it would not be impossible to make the currency good and keep it at par. If the Government did not owe a single bond the value of our currency could not be improved except by making arrangements to redeem it; and if the Government does make arrangements to redeem, the existence of the bonded debt will not prevent the improvement in its value.

The proposal to improve our currency by taking our surplus gold and investing it in bonds would be regarded by capitalists as absurd. The gold thus paid out would not enter into the circulation, but would sink back into an article of merchandise, to be gambled for as it now is in Wall street.

When the first of these notes were issued it was provided that they might be funded into the five-twenty bonds, but that provision was shortly after repealed, and they now stand in the nature of a forced loan, drawing no interest, and, for all that appears, are to be left to perish in the hands of the people. If, when the five-twenty bonds fall due, the Government should fail to pay them or make any satisfactory provision for funding them into a new bond, the cry of repudiation would at once be raised, and yet it cannot be shown that the legal and moral obligation to pay those bonds at maturity is greater than that resting on the Government to make prompt provision for the redemption of the greenback currency. The legal obligation is no greater, and the moral obligation hardly so strong, for the greenback notes are in fact the people's bonds—the bonds of the million—in which are invested the laborers' toils and the meagre profits of the humble occupations in life, which more than any others demand the fostering and protecting care of the Government. But, while it is true that the discount on our bonds has little, if anything, to do with the depreciation of our currency, it is also true that the depreciation of the currency has much to do with the discount on the bonds. I do not believe that our bonds will ever reach par or approach it nearly, until the currency is made good. As the value of our legal tender currency goes up, the price of our bonds will go up with it, and what is true of Government securities is equally true of the great mass of American securities public and private. State stocks that were at par in gold before the war are now at par in greenbacks, although they are certainly as good now as they were then. Their gold value has fallen off from 25 to 30 per cent. To this statement there are two exceptions—the stocks of Massachusetts and California, which have maintained their former price in gold, because the interest has always been paid in gold, and few, if any, of them are on the market. Railroad bonds, which as a general thing are worth more now than before the war, because the floating debts of the companies have been paid off, and their business generally improved, that were about par in gold before the war, now command about the same price in greenbacks, showing that their gold value has been reduced from twenty-five to thirty per cent. Of course the relative prices of bonds are not entirely uniform, because various circumstances enter into them; but it will be found, on examination, that they bear about the same general price in greenbacks that they did in gold before the war. Another obstacle to the adoption of any plan for the return to specie payments is the cry that the right way to resume is to resume at once. I have labored to find that this means anything but in the definite postponement of resumption.

If there is an intimate and inexorable relation existing between the legal tender currency of a country and its public securities, by which the value of its securities can never get beyond that of the currency in which the business of the country may be said to live, move and have its being, then the application of the gold to come into the Treasury for the next five or ten years to the purchase of bonds could add but little, if anything, to the value of the rest of the bonds or the currency. But one thing is certain, that while nobody doubts the ability of the Government to pay the notes by making reasonable preparations, if the Government neglects or abandons the currency, under whatever pretence or disguise, and applies its surplus revenue to the purchase of bonds with a view to improve the value of the rest of them, and thus legislate for the benefit of a class—the only class in this country, doing well enough and better than any other—the currency will sink from that hour, and the very foundations of good faith will be shaken. Such legislation would be notoriously and wickedly partial and unjust. What would be thought of a great railroad corporation that would refuse to pay its overdue floating debts and apply its current revenues to the liquidation of its long bonds, under the pretence that it would thereby improve its ability to pay its floating debt? But such legislation would be as stupid as it would be wicked, for the depressed currency would inevitably carry down the bonds in its close embrace. While our overdue paper, drawing no interest, and for which no time of payment is fixed, and no preparation made, must necessarily be depreciated, it is now is, still that depreciation of the currency would be far greater but for the general faith existing among the people that the Government will speedily make arrangements for its redemption. When this faith is broken, the currency will sink lower and sink rapidly.

Mr. Morton criticised the policy of the Secretary of the Treasury, saying that it proposes nothing for redemption, and offers only contraction, a Sangrado policy of bleeding the country nearly to death when it needs tonics and building up. It is broadly intimated by the Secretary that the Supreme Court will decide the laws making greenbacks a legal tender in the payment of debts to be unconstitutional and therefore void. If the deed is to be done, let it be done by the Court, and not by Congress. But it would have to be a very clear case that would justify the Court in making a decision fraught with such terrible calamities to the country.

To return to specie payment without a crash, is the great desideratum, and this can only be done by making the process gradual. Time is a necessary element, and the first question to be considered is the period which should be fixed by the Government to begin the redemption of the greenback notes, and in my bill I have stated the first day of July, 1871.

During these two and a half years the great body of the existing debts among the people will be paid. The debt now contracted which will not fall due for two years and a half is very small, and is generally for real estate. The great difficulty generally attending the improvement in the value of the currency and the resumption of specie payments where they had been suspended is the reduction in the nominal prices of property and labor, which operates injuriously upon the debtor class. It is generally true that as the purchasing power of the currency is increased the nominal prices of property are diminished. But this effect is sometimes counteracted by the increase in the volume of the currency.

Fixing a time must be the starting point of any plan which proposes to bring about resumption, without crash and disaster. In proposing to give two years and a half to begin the work of redemption, I have several objects in view. First, by establishing the period of redemption, a fixed value is given the greenback note. Now its gold value is fluctuating and deceptive, sometimes varying as much as ten per cent. in sixty days, and scarce ever remaining the same for a week at a time. But by fixing a time for its redemption, a certain value is given to it.

If the note is to be paid in gold on the first of July, 1871, its value to-day can be determined by the ordinary rules of discount, and will steadily improve as the time for its redemption approaches, and other preparations being properly made, it will be at par on or before the day fixed for redemption by gradual appreciation. By fixing the time for redemption, one chief element in the value of all commercial paper is gained—that of certainty in the time of payment; second, by fixing the period of redemption, the country is notified and may be prepared for the change. People will have it in view in making new contracts and arrangements in business; and debtors, fearing a decline in the prices of property, will make haste to pay their debts.

The inflation of the currency, although it be composed of gold and silver exclusively, increases the nominal prices of property, of which we have a notable instance in the history of Spain. When resumption takes place all the gold and silver will be set free and poured into the volume of the currency, thereby inflating it to a considerable extent, because the whole amount of gold and silver is very much greater than the whole amount of greenbacks that will be presented for redemption.

But, as before stated, the period of redemption is postponed so long that the great body of the existing debt will be paid before it arrives, and the declension of the prices of property, which is likely to be small, would affect but a very limited class, and would scarcely reach the general business of the country. The time given is so long that it will become stale in the public mind. All excitement and panic will pass away, and the change come so gently on, that people will almost have forgotten it when it arrives. Then, by fixing the period of redemption so far off, the Government will have time to collect the amount of gold that will be necessary. And first, I will consider the amount of gold that will probably be required, and with which it will be safe to relied on.

It is shown by the history of banking that solvent and well conducted banks can safely carry on operations when they have one dollar in gold in their vaults to one dollar of their circulation. It is also shown by bank history, that banks which have suspended specie payment, but whose solvency and good management are not suspected, have been able to resume when they have gotten into their vaults one dollar in gold to two and a half dollars of their circulation. The credit of the government is better than that of any bank, and it can, in my opinion, resume on a smaller proportion of gold than any suspended bank under the old system.

The greenback notes, notwithstanding their depreciation, have one great merit which did not belong to the paper of any of the old State banks, which is, that they are of uniform value in every part of the United States. They are far more convenient than coin for all business purposes. They have been sent to every part of the country in payment of debts, better and cheaper than the transportation of coin.

The traveler from Maine to Minnesota can carry $50,000 of it about his person, without inconvenience or observation, saving to him the labor and anxiety of carrying coin, or the purchase of a bill of exchange. If brought to par they would be the most desirable currency the country has ever known, and the causes which usually bring about a run on the banks for gold, would not operate against them or have any effect upon their value.

Under the old State bank system, to which it is hoped the country will never return, there was a far greater demand for gold than would occur under the present. The banks being local in their character, and their paper not current in distant parts of the country, led to a demand on them for gold by travelers, or those who had debts to pay at distant points where their notes were not current. From these and other considerations, it is doubtful whether as much as one hundred millions of greenbacks would be presented for redemption when the greenback note is as good as gold. Then the people will not want gold, unless for specific purposes, for it would be an inconvenience and burden.

The whole question may be thus stated: If the Government is strong enough with gold to redeem all the notes that may be presented, but little gold will be demanded, because it will be worth no more than greenbacks; but if the Government is weak, and only able to redeem a small part of the currency, the gold will be hastily drawn out to sell in the market at a profit. It is true there are $300,000,000 national bank notes in circulation, for the redemption of which the Government is bound, under the conditions of the National Banking law, and it has been urged that when the period fixed for redemption arrives the national banks would immediately rush to the Treasury with all their greenback reserves, and drain off a large part of its gold.

To avoid this difficulty and make the process still more gradual, and to avoid all rush upon the Treasury or upon the banks, I propose by my bill that the banks shall not be required to redeem their notes in specie until the first of January, 1872, and during the preceding six months shall be required to hold in their vaults the same amount of greenback reserves, in which they may, as now, redeem their notes. If during that period they are required to hold their greenback reserves, as now, of course they cannot rush to the Treasury with them to get gold, and at the end of that time the government will be able to meet their demands without trouble or danger.

To give the banks six months to redeem their notes in gold, and perhaps I may move to make it a year beyond the time when the Government begins the redemption of the greenback currency, will be no hardship to the Government or the people, for, national bank notes being convertible into greenbacks, they will be of equal value and at par, and persons holding the bank notes who want gold for them will only have to present them to the banks and receive greenbacks in exchange, on which they would get gold.

And now I will consider the question how the Government shall procure the gold to commence the work of redemption. To this I answer, that the sales of gold by the Secretary of the Treasury and that which will accrue hereafter, after and about the sums required to pay the interest on the public debt and for specific uses, shall be reserved and set apart of the redemption of the greenback notes. There is now in the Treasury a surplus of not less than $70,000,000, and the accruing surplus under the present tariff for the next two years cannot be less than $100,000,000, which will together make $170,000,000.

It is very difficult to form an estimate of the amount of gold in the country. The Director of the Mint in Philadelphia in 1861 estimated the amount of gold in the country at that time to be $275,000,000, which, I have no doubt, was much short of the actual amount.

The Comptroller of the Currency, Mr. Hulburd, in his report last year, estimated the gold product from our mines from the 30th of June, 1861, at $411,320,000. The imports of gold from abroad during the same period were $78,933,587. The products of the mines during the year ending June 30th, 1868, are estimated at $75,000,000, making in the aggregate $840,253,587, to which may be added the gold circulation in California and other gold producing States not included in the above calculation, estimated at $50,000,000, making in all, $890,253,587. Deducting the amount of gold exported during the same period, $477,740,968, leaves a balance of $412,512,619. There is also another large import of gold into the country from Europe of which there is no official record, the amount of which can only be guessed at. I mean that which is brought in small sums by emigrants who come to our country at the rate of half a million a year. I have heard various conjectures as to the amount thus brought to this country, and none have put it lower than $20,000,000 per annum for the eight or ten years, making a sum of $160,000,000, which added to the above, makes a total sum of $572,512,619; but to make allowance for mistakes and exaggerations, I estimate the gold and silver coin in the country at $400,000,000. The product of the mines, ending June 30, 1869, may be safely estimated at $700,000,000, and after that at $100,000,000 per annum. When the Pacific railroad is completed, which will be next year, the facilities of getting to the mines in California, Nevada, Idaho, Colorado, Utah and Montana and for the transportation of machinery necessary for quartz mining will be greatly increased and must add very largely to the gold and silver product. But after all the question of the amount of gold in the country is by no means so important as might at first be supposed. When the greenback notes begin to appreciate in value our bonds will inevitably advance along with them, and it will be a very easy matter for the government then to procure enough gold abroad on its bonds, added to that which is in the treasury, to redeem the whole greenback circulation, and to this end I have in my bill provided that the Secretary of the Treasury may, as the time for redemption approaches, negotiate bonds drawing interest at the rate of —, for the purpose of procuring gold sufficient to complete the work of redemption. But it has been said that if the Government reserves the surplus gold in the Treasury as proposed, it would become scarce in the market, and difficult for importers to obtain enough with which to pay duties. This objection might have some force were it not for other considerations. When the Government fixes the time for the redemption of the greenback notes, those who have been hoarding gold will think the time to sell it has come. If they hold it until the time of redemption comes, it will be worth no more than greenbacks.

It would be better for them to sell when the premium is 35 cents than to hold it until the premium is only 25 or 10 cents, and the natural, and I may say the inevitable effect of fixing a time for redemption will be to throw a large amount of gold into the market that has hitherto been hoarded. It will then be better to hold greenbacks, which are appreciating, than gold, which will soon lose its premium. Besides that, reserving the gold in the Treasury creates a demand for it, and brings into operation the law which I have elsewhere discussed, that the supply is governed by the demand. The currency, is not redundant, as I have before undertaken to show, and contraction should not come this side of redemption, and only by the act of redemption. The greenback notes redeemed may be cancelled and the coin paid out for them will take their place in the circulation, and the currency will become mixed, but the volume of it will not be diminished. Bringing the greenback notes to par will, in chemical language, set free all the gold and silver in the land and pour them into the volume of the currency, thus inflating it, but the inflation will be legitimate. The national banking may be made free, limited and restrained by the requirement of redeeming their notes in coin. Then there will be one currency for all the people, and one man's income will be equal to another's of like amount. Then our bonds, having kept pace with the appreciation of the currency, will be at par, and their disastrous flow to Europe will be checked. Then the Government can sell 4 per cent. bonds in the market at par, and with the proceeds pay off the present bonds; if the holders refuse to exchange, and thus reduce the aggregate of interest on the debt more than forty millions per annum; then the business of the country will be upon solid foundations, and its prosperity enduring.

At the conclusion of his speech, Mr. Morton moved to refer his bill to the Finance Committee, which was done.

On motion of Mr. Cattell, the Senate took up the resolution reported by the Finance Committee expressing the Senate's disapproval of the financial views of the President expressed in his message.

Mr. Davis offered a substitute, which he afterwards withdrew temporarily, declaring the measure of the liability of the Government upon its bonds to be their value in coin at the dates of issue with interest thereon.

After debate,

On motion of Mr. Williams the Senate then, at 4.35 adjourned, without voting on the resolution.

HOUSE.—Mr. Paine, from the same committee, reported a bill to repeal the sixth section of the army appropriation bill of March 2, 1867, which prohibits the organization and maintenance of militia in the late rebel States, so far as the same applies to the States of North Carolina, South Carolina, Florida, Alabama and Louisiana.

The bill passed.

Mr. Schenck, from the Committee of Ways and Means, reported a bill to amend the 18th section of the Internal Revenue Bill of July 20, 1868, by extending the time fixed therein, from the 1st of January, 1869, to the 15th of February, 1869, so that the section will provide that after the 15th of February, 1869, all smoking, fine cut chewing tobacco, or snuff, shall be taken and deemed as having been manufactured after the passage of the act. The bill was passed.

Mr. Lawrence (Ohio) offered a resolution calling on the heads of the various departments for reports as to the reduction that can be made in the number of their employés.

Mr. Washburne (Ill.) offered a resolution requesting the President to transmit to the House the report of the special commission to examine into the character of the work on the Union Pacific Railroad, and to inform the House what attempts, if any, have been made on the part of the company to obtain bonds from the Government for building the road without having constructed it in conformity with existing laws; also, to inform the House how much has been paid to the company, and whether a sufficient amount has been retained in the hands of the Government to guarantee the completion of the road as a first-class road. Agreed to.

Mr. Dawes, from the Committee on Elections, reported a bill adding registers in bankruptcy to the officers now designated by law for taking testimony in election cases. After some discussion between Messrs. Dawes and Wood the bill was passed.

Mr. Julian asked leave to offer a preamble and resolution reciting that hundreds of persons were still held in slavery in Kentucky, and instructing the Judiciary Committee to inquire into the expediency of providing a law for the appointment of a United States Commissioner in Kentucky to hear and determine applications of cases involving illegal slaveholding.

Objections were made by Messrs. Beck and Trimble (Ky.), on the ground that the allegations in the preamble were untrue.

Mr. Price offered a resolution instructing the Committee on Banking and Currency to inquire into the propriety of reporting a bill prohibiting, under severe penalties, any National bank certifying any check unless the maker of it has on deposit, subject to draft, the funds necessary to meet it. Adopted.

Mr. O'Neill introduced a bill giving the consent of the United States for the erection of a bridge across the Delaware river, between Philadelphia and Camden. Referred to the Committee on Commerce.

Mr. Van Dyck introduced a bill subjecting compounders of liquors to the same provisions as rectifiers, and providing that no compounding establishment shall be allowed within six hundred feet of a distillery. Referred to the Committee of Ways and Means.

Mr. Maynard objected, remarking that he did not see any good result to be attained by it.

Mr. Mungen offered a resolution of inquiry in relation to the arrest of American citizens in Paraguay, &c. Referred to the Committee on Foreign Affairs.

Mr. Driggs introduced a bill more effectually to provide relief for claimants under the late convention between the United States and the Republic of Venezuela. Same reference.

Mr. Jones of (Ky.) offered the following and moved the previous question: Resolved, That all females in the employ of the Government be allowed equal pay where they perform like services with the males.

The previous question was seconded, and the main question ordered—yeas 131, nays 28.

Mr. Ferris moved to lay the resolution on the table. Rejected—yeas 34, nays 126.

The resolution was then adopted—yeas 123, nays 27.

The Speaker presented a communication from the Secretary of the Treasury, with a copy of a bill for the coinage of nickel-copper pieces of five cents and under. Referred to Committee on Coinage, Weights and Measures.

Also a message from the President, with a letter from the Secretary of State, in reply to the resolution of inquiry as to the sending of a Commissioner to Spain.

Mr. Seward says: "No communication has recently been sent to Spain by the Executive of the United States." Referred to Committee on Appropriations.

Mr. Washburne suggested that when the House adjourns on Friday, it adjourn till Monday, with the understanding that no business be done that day. Objection was made. Adjourned.

Death of a Well-Known Diplomat.

A letter dated Tunis, Nov. 21st, announces the death of Col. Ramiro Gaeta, the gallant aid-de-camp of the late Gen. Hashem in his mission to this country from the Bey of Tunis. He died of typhus fever on the last of September, and his funeral was attended with Masonic honors. The last Bey of Tunis but two was his cousin, and the last Minister of State was his uncle.

—Gustave Doré, on the day of the Empress's fête, offered an exquisite pen-and-ink sketch drawn on wood to the Empress, and a copy of his "Purgatoire" *avant la lettre* to his Majesty.

The Reunion of the Western Armies.

CHICAGO, Dec. 16.—The various societies of the Grand Army have been in session to-day, and have accomplished much business. Everything was harmonious and tended to make still stronger the ties which bind in good fellowship those who have experienced the hardships and triumphs of four years' hard service.

The Army of the Cumberland met at McVicker's Theatre, at half-past ten o'clock this morning, General Thomas in the chair.

Colonel Whitman, of Ohio, read an epitome of the work prepared by him on the dead soldiers of the Army of the Cumberland, and the collection and burial of their remains.

Major-General Butterfield, of the 20th Army Corps, was named as orator for the next annual meeting, and General J. S. Negley, of the 14th Corps, as alternate.

The secretary read a communication from the Army of the Ohio, proposing a joint committee to arrange for a consolidation of the Society of the Army of the Cumberland with that of Ohio. Colonel Nicholas Anderson moved that a committee, consisting of the president and vice president, be appointed for the purpose designated. Carried.

General Brooks, from the committee on permanent officers, reported General George H. Thomas for President, and seventeen Vice Presidents. Corresponding Secretary, Major-General William B. Whipple; Recording Secretary, Lieut.-Colonel George J. Waterman; Treasurer, Brigadier-General John S. Fullerton.

The report was adopted.

General Manderson, speaking by authority of General Thomas, moved that the complimentary resolutions of yesterday, demanding a statue of General Thomas upon the national monument at Washington, be expunged from the record.

General Barnum declared the resolutions were a superfluity, as the managers of the Monument Association have already expressed their determination to place General Thomas's statue on the monument.

After remarks from General Ducat and others, the motion of General Barnum prevailed.

General Barnum moved that the whole matter be expunged from the record. Carried amid great confusion.

The Army of the Tennessee met this morning at Crosby's Music Hall, General Giles A. Smith, president.

The committee appointed to nominate officers presented the name of Maj.-Gen. John A. Rawlins for president, and five vice presidents. Recording secretary, Lieut.-Col. M. Dayton, of Gen. Sherman's staff; Corresponding secretary, Brig.-Gen. A. Hicker Cooper, of Ohio; Treasurer, Brevet Maj.-Gen. M. J. Force, of Ohio. The report was adopted by acclamation.

A communication was received from the Army of the Cumberland, requesting the appointment of a committee to confer with one from that association on the subject of consolidating the societies. A committee was appointed and instructed to take no action tending to the extinction of the Army of the Tennessee as a distinct organization.

Letters were received from Admiral Farragut, Commodore Foote, and others.

General Sherman and others spoke in regard to the proposed McPherson monument, and other interesting business was transacted.

The members of the Society of the Army of Georgia met at the Sherman House at half-past ten o'clock this morning, General Slocum presiding.

General Barnum, Chairman of the Committee on Constitution and By-Laws, reported in favor of the adoption of the Constitution adopted on Tuesday by the Society of the Army of the Ohio, with a few modifications.

A communication from the Society of the Army of the Ohio was read, stating that that body had passed the following resolutions:

Resolved, That a committee be appointed to confer with the several societies of the Western armies relative to the time and place for holding the next Union.

Resolved, That a committee, consisting of the President and Vice-President of this Society, at present in Chicago, be appointed to confer with the societies of the armies of the Cumberland, Tennessee and Georgia relative to a union or consolidation of the whole into one society.

The proposition was agreed to by the Army of Georgia.

The Society of the Army of the Ohio met at 12 o'clock, at the Briggs House, Gen. J. D. Cox in the chair.

In the absence of General Schofield, it was decided to leave the business of designating the time and place of the next meeting, with whatever else may come up, to an executive committee, consisting of General Schofield, the secretaries and two or three others. The powers of the Committee on Conference are continued, they to report to the Executive Committee from time to time, and a vote of thanks was tendered to the Board of Trade and the Local Committee, and an invitation to the rooms of the Historical Society received.

The meeting then adjourned, subject to the call of the Executive Committee.

CHICAGO, Dec. 16.—A grand banquet is now in progress in the immense hall of the Chamber of Commerce. Lieutenant-General Sherman presides. General Grant, General Thomas, and ten or twelve other distinguished Generals are in attendance. There are nine immense tables, bearing as devices the Generals of the Armies of Virginia, Ohio, Cumberland and Tennessee, the Gulf squadron and incidents pertaining to the late war.

After an hour or more had been exhausted in discussing the bill of fare, a flow of soul followed. General Sherman, President, set the ball in motion with a few appropriate remarks. Then followed the toasts and responses.

MOVEMENTS OF OCEAN STEAMERS.

TO ARRIVE.

SHIPS	FROM	FOR	DATE
Britannia	Glasgow	New York	Nov. 26
Bellona	London	New York	Nov. 28
Palmyra	Liverpool	New York via B.	Dec. 1
Manhattan	Liverpool	New York	Dec. 1
Main	Southampton	New York	Dec. 1
City of Paris	Liverpool	New York	Dec. 2
Nestorian	Liverpool	Portland	Dec. 3
Cimbria	Southampton	New York	Dec. 3
City of Cork	Liverpool	N.York via Halifax	Dec. 4
Europe	Brest	New York	Dec. 5
Java	Liverpool	New York	Dec. 5

TO DEPART.

Granada	New York	Vera Cruz, &c.	Dec. 19
Tonawanda	Philadelphia	Savannah	Dec. 19
Peruvian	Portland	Liverpool	Dec. 19
Britannia	New York	Glasgow	Dec. 19
Pioneer	Philadelphia	Wilmington	Dec. 19
City of Paris	New York	Liverpool	Dec. 19
Pennsylvania	New York	Liverpool	Dec. 19
Cimbria	New York	Hamburg	Dec. 19
Java	New York	Liverpool	Dec. 23
Mississippi	New York	Rio Janeiro, &c.	Dec. 23
Manhattan	New York	Liverpool	Dec. 23
Morro Castle	New York	Havana	Dec. 24
Palmyra	New York	Liverpool	Dec. 24
Juniata	Philadelphia	New Orleans	Dec. 25
City of London	New York	Liverpool	Dec. 26
United Kingdom	New York	Glasgow	Dec. 26
Stars and Stripes	Philad'a	Havana	Jan. 6

BOARD OF TRADE.

SAMUEL E. STOKES, GEO. N. TATHAM, ANDREW WHEELER, } MONTHLY COMMITTEE.

MARINE BULLETIN.

PORT OF PHILADELPHIA—DECEMBER 17.

SUN RISES, 7 25 | SUN SETS, 4 35 | HIGH WATER, 4 21

ARRIVED YESTERDAY.

Steamer Pioneer, Catharine, 50 hours from Wilmington, NC. with cotton, naval stores, &c. to Philadelphia and Southern Mail SS Co.

Steamer Roman, Baker, 44 hours from Boston, with mdse and passengers to H Winsor & Co.

Steamer Hunter, Harding, 36 hours from Providence, with mdse to D S Stetson & Co.

Steamer Brunette, Howe, 24 hours from New York, with mdse to John F Ohl.

Steamer Richard Willing, Cundiff, 13 hours from Baltimore, with mdse to A. Groves, Jr.

Steamer Decatur, Webb, 13 hours from Baltimore, with mdse to A. Groves, Jr.

Steamer Wm Woodward, Cundiff, 12 hours from Baltimore, with mdse to A Groves, Jr.

Schr Mary Milnes, Crowell, 6 days from Boston, with mdse to Mershon & Cloud.

Schr Alice B. Parker, 6 days from Boston, with mdse to Mershon & Cloud.

Schr A Burgen, Burgen, from New York, with mdse to Mershon & Cloud.

CLEARED YESTERDAY.

Steamer Norman, Crowell, Boston, H Winsor & Co.

Brig A M Knight, Knight, New York, E A Souder & Co.

MEMORANDA.

Ship National Eagle, Nickerson, cleared at San Francisco 15th inst. for Hong Kong.

Ship Wm Wilcox, Johnson, at Queenstown 14th inst. from Baker's Island.

Ship Semeramis, Gerrish, cleared at San Francisco 15th inst. for Liverpool, with 36,000 sacks wheat.

Ship Robt Kerr, Hunter, cleared at San Francisco 15th inst. for Liverpool, with 37,000 sacks wheat.

Ship Alexander Duthie, Douglass, cleared at San Francisco 15th inst. for Cork, with 34,000 sacks wheat.

Steamer Wilmington, Cole, cleared at Galveston 8th inst. for New York.

Steamer Gen Grant, Coulton, at Norfolk 13th inst. from Wilmington, Del.

Steamer Sylvester, Post, hence at Norfolk 14th inst.

Steamer Norfolk, Morgan, hence at Norfolk 14th inst. and sailed for Richmond.

Steamer Palmyra, Watrous, from Liverpool, at Boston yesterday. She reports Dec 8th, in lat 48 36, lon 45 05, saw the steamer Columbia (Br), Carnahan, from New York, 28th Nov, of and for Glasgow, with the loss of her screw. She required no assistance, and would proceed to Queenstown under sail.

Steamer Nebraska (Br), Guard, cleared at New York yesterday for Liverpool.

Steamer Rising Star, King, cleared at New York yesterday for Aspinwall.

Steamer Shamokin (U S), from Rio Janeiro for Norfolk, passed Fort Monroe 15th inst.

Steamer Com Adams, Morehon, hence at Norfolk 13th instant.

Bark Atlantic (Br), McKenzie, cleared at Portland 14th inst. for Buenos Ayres.

Bark Joshua S (Br), Jenkins, hence at Flushing 2d instant.

Bark Mindora, Barclay, from Rio Janeiro 18th Oct. at Baltimore 15th inst. with coffee.

Bark Adelaide, Richberger, from Rio Janeiro for Baltimore, passed Fort Monroe 15th inst.

Brig Mary E Thompson, Chadwick, 171 tons, sixteen years old, from Philadelphia, with 300 tons coal for Boston, struck on Dead Man's Shoals on Friday last, beat over, and went ashore at Harbor Cove, Cape Island. She is full of water, has been stripped, and will be a total loss. The M E T registered 171 tons, was built at Searsport, Me. in 1852, and hailed from Boston.

Brig Almon Rowell, Davis, hence for Boston, was spoken 15th inst. off Shenecock.

Brig Julia E Arey, Babbidge, from Portland for this port, at New London 14th inst.

Brig Circassian, Bunker, hence at Boston yesterday.

Schr A D Scull, Scull, from New York, at Norfolk 14th instant.

Schr Adolph Hugel, Robinson, sailed from Salem 14th inst. for this port.

Schr J B Austin, Davis, cleared at New York 15th inst. for this port.

Schr Jane Baker, Wilson, hence at New London 14th inst. for Norwich.

Schr J E Daley, sailed from New London 15th instant for this port.

Schr Remedy, of Halifax, NS, for this port, put back on the 13th inst. after being out 11 days, during which she experienced heavy gales.

Schr L & C Wishart, Mason, cleared at Wilmington, NC, 13th inst. for New York.

Schrs S L Simmons, Gandy, and S E Jones, Stanley, hence at New Bedford 14th inst.

Schr Fair Wind, sailed from Norwich 14th instant for this port.

Schr W O Irish, Rathbun, cleared at Jacksonville 9th inst. for this port.

Schr Geo S Reppiier, Miller, at Richmond 14th instant with coal.

Schr Eugene, Greenhow, hence at New Haven 15th inst.

Schrs D & E Kelley, Kelley; Pathway, McKiwoe, and R S Miller, Henderson, hence at Boston 15th inst.

MARINE MISCELLANY.

Schr Louisa Crockett (of Rockland), Crockett, from Boston for Philadelphia, got ashore at Hereford Inlet 13th inst. received assistance from the steamtug Yankee, Capt Brown, belonging to the Submarine Wrecking Co, and was got off and towed to New York on the 14th inst.

Schr William & James, of Wilmington, Del. (where from, &c. not reported), got ashore at Hereford Inlet, but was hauled off by steamtug Yankee, and proceeded to destination.

The Submarine Wrecking Company have contracted to get afloat schooner S S Bean, of and from Taunton for Philadelphia, ashore on Deal Beach. Operations were commenced 15th inst.

PROPOSALS.

PUBLIC NOTICE.
DEPARTMENT OF PUBLIC HIGHWAYS, OFFICE CHIEF COMMISSIONER, FIFTH STREET, WEST SIDE, BELOW CHESTNUT.
PHILADELPHIA, November 18th, 1868.
All persons interested in the construction of a sewer on the line of Washington avenue from Broad street to Seventeenth street, and on Eleventh and Twelfth streets, will take notice that the bills on the final estimate are about to be made out in favor of the contractor, and all persons having claims against the same for labor or material will present them for payment at this office.
MAHLON H. DICKINSON,
de3-th-3t§ Chief Commissioner of Highways.

MATTRESS AND BEDDING.

BEDDING AND FURNITURE WAREHOUSE.
BEST QUALITY HAIR MATTRESSES, BEDS, BOLSTERS, And PILLOWS.
EXTRA QUALITY GOOSE FEATHERS FOR SALE.
HUSK MATTRESSES WITH HAIR TOPS.
HUSK MATTRESSES AND STRAW PALLIASES.
BEST QUALITY SPRING MATTRESSES MADE TO ORDER.
TUCKER'S SPRING AND HOWE'S COTS.
BEDSTEADS IN GREAT VARIETY.
SUITS OF WALNUT AND COTTAGE FURNITURE.
DINING CHAMBER AND KITCHEN CHAIRS.
BUREAUS, TABLES, CHAIRS, And BEADSTEADS FOR CHILDREN.
COMFORTABLES, BLANKETS, AND COUNTERPANES.
The above goods and many others always on hand and made to order by CHARLES E. CLARK,
no25-1m. No. 11 North Eleventh street.

CLOTHS, CASSIMERES, &c.

CLOTH STORE—JAMES & LEE, No. 11 NORTH SECOND street, have now on hand a large and choice assortment of Fall and Winter Goods, particularly adapted to the Merchant Tailor Trade, comprising in part, French, Belgian and American Cloths of every description.
OVERCOATINGS.
Black French Castor Beavers.
Colored French Castor Beavers.
London Blue Pilot Cloths.
Black and Colored Chinchillas.
Blues, Black and Dahlia Moscows.
PANTALOON STUFFS.
Black French Cassimeres.
Do. do. Doeskins.
Fancy Cassimeres new styles.
Steel Mixed Doeskins.
Cassimeres for suits, new styles.
3-4 and 6-4 Doeskins, best makes.
Velvet Cords, Beaverteens, Italian Cloths,
Canvas, with every variety of other trimmings adapted to Men's and Boys' wear, to which we invite the attention of Merchant Tailors and others, at wholesale and retail. JAMES & LEE,
No. 11 North Second street.
au10tf Sign of the Golden Lamb.

DRUGS.

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. no27-tf

RHUBARB 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. no27-tf

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.

ROBERT SHOEMAKER & CO., WHOLESALE Druggists, Northeast 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. no27-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, 1,293 tons, Captain Crowell.
The ROMAN, from Phila., Saturday, Dec. 19, at 6 P. M.
The SAXON, from Boston, on Saturday, Dec. 19, at 3 P.M.
These Steamships sail punctually, and Freight will be received every day, a Steamer being always on the berth.
Freight taken for all points in New England and forwarded as directed. Insurance ½.
For Freight or Passage (superior accommodations) apply to HENRY WINSOR & CO.,
my31 338 South Delaware avenue.

PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COMPANY'S REGULAR LINES.
FROM QUEEN STREET WHARF.
The JUNIATA will sail for NEW ORLEANS, via HAVANA, on Tuesday, Dec. 22, at 8 o'clock A. M.
The — will sail from NEW ORLEANS, via HAVANA.
The TONAWANDA will sail for SAVANNAH on Saturday, December 19th, at 8 o'clock A. M.
The WYOMING will sail from SAVANNAH on Saturday, December 19th.
The PIONEER will sail for WILMINGTON, N. C., on Friday, December 18th, at 8 o'clock A.M.
Through Bills of Lading signed, and Passage Tickets sold for all points South and West. For Freight or Passage apply to CHARLES E. DILKES, Freight and Passenger Agent, 136 Walnut street.
WILLIAM L. JAMES, General Agent, Queen Street Wharf.

HAVANA STEAMERS.
SAILING EVERY 21 DAYS.
These steamers will leave this port for Havana every third Wednesday, at 8 o'clock A. M.
The steamship STARS AND STRIPES, Captain Holmes, will sail for Havana on Wednesday morning, January 6, at 8 o'clock A.M.
Passage, $40 currency.
Passengers must be provided with passports.
No freight received after Monday.
Reduced rates of freight.
THOMAS WATTSON & SONS,
140 North Delaware avenue.

FOR BREMEN—PETROLEUM.—THE N. G. Ship Germania will be dispatched for the above port. For freight or passage, apply to WORKMAN & CO., No. 123 Walnut street.

NOTICE—FOR NEW YORK, VIA Delaware and Raritan Canal—Swiftsure Transportation Company—Dispatch and Swiftsure Lines.—The business by these Lines will be resumed on and after the 19th of March. For Freight, which will be taken on accommodating terms, apply to WM. M. BAIRD & CO., 132 South Wharves.

CONSIGNEES OF FIFTY-SIX TONS OLD IRON Flange Rails (561 pieces), shipped by Messrs J. Scholefield, Sons & Goodman per Amer. Brig "M. Louise Miller," Leighton, Master, from Liverpool to Philadelphia, will please call at the office of the undersigned, pay freight on the above, and receive the same. PETER WRIGHT & SONS, 115 Walnut street. de4 tf

HARDWARE.

RODGERS' AND WOSTENHOLM'S POCKET KNIVES, PEARL and STAG HANDLES, of beautiful finish. RODGERS' and WADE & BUTCHER'S, and the CELEBRATED LECOULTRE RAZOR. SCISSORS IN CASES of the finest quality. Razors, Knives, Scissors and Table Cutlery, Ground and Polished. EAR INSTRUMENTS of the most approved construction to assist the hearing, at P. MADEIRA'S, Cutler and Surgical Instrument Maker, 115 Tenth street, below Chestnut. my1-tf

REMOVAL.

REMOVAL.—THE LONG ESTABLISHED DEPOT for the purchase and sale of second hand doors, windows, store fixtures, &c., from Seventh street to Sixth street, above Oxford, where such articles are for sale in great variety.
Also new doors, sashes, shutters, &c.
de12 2m§ NATHAN W. ELLIS.

BOOTS AND SHOES.

ERNEST SOPP, NO. 230 NORTH NINTH STREET, Has on hand a supply of Gentlemen's Boots and Shoes, of the finest quality of leather and workmanship; also made to order. de2 2m§

INSTRUCTION.

HORSEMANSHIP SCIENTIFICALLY taught at the Philadelphia Riding School, Fourth street above Vine. The horses are quiet and thoroughly trained. For hire, saddle horses. Also carriages at all times for weddings, parties, opera, funerals, &c. Horses trained to the saddle.
THOMAS CRAIGE & SO

CROWN BRAND LAYER RAISINS.—WHOLES, halves and quarter boxes of this splendid fruit, landing and for sale by JOS. B. BUSSIER & CO., 108 South Delaware avenue.

AMUSEMENTS.

Gymnasium,
Corner of Ninth and Arch Streets,
For Ladies and Gentlemen and Children.
Open for the Winter Course.
Open Day and Evening.
Call in person or send for Circular.]
de15-tu th s 8t§ Prof. L. LEWIS.

AMERICAN ACADEMY OF MUSIC.
OLE BULL
respectfully announces one
GRAND CONCERT
AND
GRAND MATINEE
SATURDAY EVENING and AFTERNOON, Dec. 19, 1868,
assisted by the following favorite artists:
MISS BARTON, of Boston, Soprano.
MR. GUSTAVUS F. HALL, Baritone.
MR. EGBERT LANSING, Pianist and Accompanist.
ADMISSION, ONE DOLLAR.
FAMILY CIRCLE, FIFTY CENTS.
Seats can be secured, *without extra charge*, at Gould's Piano Warerooms, No. 923 Chestnut street, and at the Academy of Music.
Sale of Seats will commence on Wednesday morning, Dec. 16, at 9 o'clock.
CONCERT.—Doors open at 7; commence at 8 o'clock.
MATINEE—Doors open at 1.30; commence at 2.30 P. M.
T. R. TURNBULL,
de12-7t Business Manager.

MUSICAL FUND HALL.
SATURDAY EVENING, December 19th, 1868.
GRAND SYMPHONY CONCERT BY
SENTZ & HASSLER'S COMBINED ORCHESTRA OF FIFTY PERFORMERS.
MISS HENRIETTA MARKSTEIN.
The first appearance in this city of this young and wonderful Pianist.
MR. WM. STOLL, Jr.
REFORMATION SYMPHONY,
By Mendelssohn.
UNFINISHED SYMPHONY,
By Schubert.
RIENZI OVERTURE,
By Wagner.
Tickets $1 00
For sale by Mr. Boner, 1102 Chestnut street; Mr. Trumpler, 926 Chestnut street.
Tickets at the door, on the evening of Concert, $1 50.
Doors open at 7. Concert at 8. de14-6t

CHESTNUT-STREET THEATRE.
LAST WEEK OF
JAMES ROBINSON'S CIRCUS TROUPE.
IMMENSE BILL TO-NIGHT.
Introducing
JAMES ROBINSON
IN TWO GREAT ACTS.
MASTER CLARENCE AND HIS WEE PONY.
LA PETITE ELIZE, THE CHILD WONDER.
JAMES MADIGAN'S DOUBLE SOMERSAULT.
And all the COMPANY
IN A BRILLIANT PROGRAMME.
SATURDAY—CIRCUS MATINEE.
Matinee Admission—Best Seats, 50 cents. Children, 25 cents. Family Circle, 25 cents.
CURTAIN RISES at 8 o'clock.
Evening Admission 25 cents, 50 cents and $1.
NO EXTRA CHARGE FOR RESERVED SEATS.
Monday—A New Circus Troupe.

MRS. JOHN DREW'S ARCH STREET THEATRE. Begins at 7½.
POSITIVELY LAST FIVE NIGHTS OF WOLVES AT BAY.
By Mrs. JOHN DREW AND COMPANY.
Monday, Tuesday, Wednesday, Thursday and Friday Evenings.
The Last Night of Colonel Fitzgerald's
WOLVES AT BAY.
With its Excellent Cast. Beautiful Scenery, And Grand Effects.
SATURDAY NIGHT—A Change of Bill
In active Preparation Augustin Daly's Play,
A FLASH OF LIGHTNING.

WALNUT STREET THEATRE. Begins at 7¼ o'clock.
THIS (THURSDAY) EVENING, Dec. 17.
LAST NIGHT BUT TWO OF MRS. D. P. BOWERS.
Who, in compliance with many requests, will appear, FOR THIS NIGHT ONLY,
In the Thrilling Sensational Drama of
LEAH, THE FORSAKEN.
LEAH (a Jewish Maiden) MRS. D. P. BOWERS.
To conclude with the Roaring Farce of
A BULL IN A CHINA SHOP.
FRIDAY—BENEFIT OF MRS. D. P. BOWERS.
EAST LYNNE, AND TAMING OF THE SHREW.
For the Christmas Holidays,
THE ORANGE GIRL.
A CHRISTMAS STORY.

THEATRE COMIQUE, SEVENTH STREET, below Arch. Commences at 7.30.
J. C. GREGORY Sole Lessee and Manager.
THIS EVENING AND SATURDAY MATINEE.
LAST WEEK OF
Mlle Gertrude's Trained Quadrupeds,
Little Beasts. Fine Champion Gymnasts.
Mlle. Augusta. The Miniature Circus.
MONDAY, Dec. 21—Engagement of
The Fyne and Galton English Comic Opera Troupe.

CARL WOLFSOHN'S SECOND GRAND MATINEE, at the Foyer of the Academy of Music, on FRIDAY AFTERNOON next, 18th inst., at 4 o'clock, instead of 4½ o'clock, as heretofore. Mr. Wolfsohn will be assisted by MONS. EDOUARD CO LONE, Violinist, and HERR RUDOLPH HENNIG, Violoncellist. Accompanyist, THOMAS A'BECKETT. de 14 4t§

THE PUBLIC REHEARSALS OF THE GERMANIA ORCHESTRA will be discontinued on account of the Hall having been previously engaged for fairs, &c. They will be resumed on December 30th. Engagements can be made by addressing G. BASTERT, 1231 Monterey street, WITTIG'S Music Store, 1021 Chestnut street, or ANDRE'S Music Store, 1104 Chestnut street. oc17-tf§

MUSICAL FUND HALL.
CARL SENTZ AND MARK HASSLER'S GRAND ORCHESTRA MATINEES,
EVERY SATURDAY AFTERNOON, AT 3½ O'CLOCK.
Package of four Tickets $1.
Single Admission Fifty Cents.
For sale at Carl Sentz's Office (Boner's Store), 1102 Chestnut street, and at Mark Hassler's Office, No. 214 S. Eighth street. oc1 tf

AMERICAN CONSERVATORY OF MUSIC. TWENTY-FIFTH MATINEE, JAN. 6.
Fourth Grand Concert, Inauguration Day, March 4th.
See Notice in Musical column. de11 10t§

ACADEMY OF FINE ARTS, CHESTNUT Street, above Tenth.
Open from 9 A. M. to 6 P. M.
Benjamin West's Great Picture of
CHRIST REJECTED
still on exhibition. je29-tf

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

MUSICAL.

AMERICAN CONSERVATORY OF MUSIC, S. E. Corner TENTH AND WALNUT streets.
The regular Winter Quarter will begin on MONDAY, JANUARY 11, 1869.
Names of new pupils should be entered at an early day during the month of December.
J.E. WILLIAMS and CARL GAERTNER,
de 11 10t§ Directors.

BALLAD SINGING.
T. BISHOP,
33 South Nineteenth street. se 23 3mo*

SIG. P. RONDINELLA, TEACHER OF SINGING. Private lessons and classes. Residence, 308 S. Thirteenth street. au25.1y§

EDUCATION.

YOUNG MEN AND BOYS' ENGLISH, CLASSICAL, Mathematical and Scientific Institute, 1908 MOUNT VERNON street. Instruction thorough. Preparation for business or college.
Rev. JAMES G. SHINN, A. M.,
de5-tu th s 26t§ Principal.

JOHN M. FOX, M. D.,
511 South Fifteenth street,
will give instructions in French and German, at any place desired, to gentlemen wishing a knowledge of these languages, with a view to the medical profession. This is a desirable opportunity. no24-tf§

MEDICAL.

FRENCH MEDICINES
PREPARED BY
GRIMAULT & CO.,
CHEMISTS TO H. I. H. PRINCE NAPOLEON,
45 RUE DE RICHELIEU,
PARIS.
NERVOUS HEADACHES, NEURALGIA, DIARRHŒA, DYSENTERY, INSTANTANEOUSLY CURED BY GRIMAULT'S GUARANA.
This vegetable substance which grows in the Brazils, has been employed since time immemorial to cure inflammation of the bowels. It has proved of late to be of the greatest service in cases of Cholera, as it is a preventive and a cure in cases of Diarrhœa.
Agents in Philadelphia,
FRENCH, RICHARDS & CO.,
de14,6m§ N. W. cor. Tenth and Market streets.

OPAL DENTALLINA.—A SUPERIOR ARTICLE FOR cleaning the Teeth, destroying animalcula, which infest them, giving tone to the gums, and leaving a feeling of fragrance and perfect cleanliness in the mouth. It may be used daily, and will be found to strengthen weak and bleeding gums, while the aroma and detersiveness will recommend it to every one. Being composed with the assistance of the Dentist, Physicians and Microscopist, it is confidently offered as a reliable substitute for the uncertain washes formerly in vogue.
Eminent Dentists, acquainted with the constituents of the Dentallina, advocate its use; it contains nothing to prevent its unrestrained employment. Made only by
JAMES T. SHINN, Apothecary,
Broad and Spruce streets.
For sale by Druggists generally, and

Fred. Browne,	D. L. Stackhouse,
Hassard & Co.,	Robert C. Davis,
C. R. Keeny,	Geo. C. Bower,
Isaac H. Kay,	Chas. Shivers,
C. H. Needles,	S. M. McColin,
T. J. Husband,	S. C. Bunting,
Ambrose Smith,	Chas. H. Eberle,
Edward Parrish,	James N. Marks,
Wm. B. Webb,	E. Bringhurst & Co.,
James L. Bispham,	Dyott & Co.,
Hughes & Combe,	H. C. Blair's Sons,
Henry A. Bower,	Wyeth & Bro.

ISABELLA MARIANNO, M. D., 225 N. TWELFTH Street. Consultations free. my9-1y

GAS FIXTURES.

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, Pendants, Brackets, &c. They also introduce gas pipes into dwellings and public buildings, and attend to extending, altering and repairing gas pipes. All work warranted.

GLASSWARE.

DYOTTVILLE GLASSWORKS IN FULL BLAST.
And manufacture Carboys with or without boxes; Demijohns covered with willow or rattan; Wine Bottles of all sizes; Porter bottles, Mineral Water bottles, and druggist's bottles of every description.
de1 1m* H. B. & G. W. BENNERS, 27 South Front street.

MESSINA ORANGES.—FINE FRUIT AND IN GOOD order. Landing and for sale by JOS. B. BUSSIER & CO., 108 South Delaware avenue.

PUTNAM'S FOR JANUARY.

Putnam's Magazine has secured for its January sensation an inedited paper by Fenimore Cooper, describing the battle of Plattsburgh Bay. This interesting historical study was prepared for the New York Historical Society, and was also read before a Literary Association of Mr. Cooper's home, but has never been printed. The editors, omitting the technical detail, into which Mr. Cooper entered at great length, reproduced the pure philosophical portions of the essay, from which we may extract the following considerations on the difficulties attending the invasion of a republican community. It will be observed that Cooper's remarks, although made long before the rebellion, define precisely one of the principal embarrassments surmounted by the North; the Confederates, amid all their feudal institutions, preserving enough of a kind of quasi republicanism in their divided and haughty State communities to make an effect when brought in as a principle of defence:

BEHAVIOR OF POPULATIONS IN MONARCHICAL AND REPUBLICAN WARFARE.

In Europe, with few and trifling exceptions, men are mere agents of the state, whereas the state is the agent of the people among ourselves. There, the Government is the principal and the population the accessories; here, the population is the principal and the Government the accessory. Let us not be deceived by high-sounding antitheses. Each of these conditions of society has advantages peculiar to itself, and each its own marked disadvantages. Among the latter, it entails weakness in the attack on the popular form of government, while it renders it nearly invincible when thrown on the defensive. As a consequence of this relation of the people to the state, history has shown us how often the destinies of nations have been decided, in the other hemisphere, with little or no reference to the feelings or interest of the bulk of their population. The conqueror of the capital was half the time, the conqueror of the nation, and the power that could seize upon the machinery of the state has generally been able to wield the authority of the state itself.

In the wars of Europe, it has been the aim of the commander to intercept communications, to seize on military positions, to invest capitals, and to conquer the country by conquering its political sources of power. To cut off the military communications between two provinces has had the effect of severing the wings of an army, their people usually remaining passive and submissive to events. It has been owing to the success of this system, this facility of one governed in following the fortunes of the governors, that England has twice attempted to pursue the same policy on our own territory, by forcing armies through, along that bloody highway that connects the Canadas with the mouth of the Hudson. Most of those who are old enough to remember the theories of the War of 1776, as they were discussed in the quarter of a century that succeeded the peace, must remember that one of the favorite projects of the British arms was to sever New England from the Middle and Southern States, by a line of posts that should extend along the Hudson to Albany, thence across the country to the two northern lakes, and then to the Isle aux Noix. It was owing to this policy that Burgoyne attempted his unfortunate expedition in 1777. Its failure was the consequence of the institutions of this country and of the character of the people as it had been fashioned by those institutions. Instead of quietly waiting for a result that should follow the efforts of the two States, the population flew to arms, and, while its efforts were attended by many of the defects of purely popular impulses, it succeeded in sweeping away its invaders as captives, giving a practical exemplification of that theory which tells us that, to conquer the state among ourselves it is necessary to conquer the people. Had a different fate awaited this well-appointed force, and the line of posts been established, the last would probably have been carried in detail by that same population, taking the mockery of a military array under the name of militia, as was done by Greene, and Lee, and Sumter, and Marion, at a later day, in Carolina. The project itself argued an ignorance of the people it was intended to subdue. In a nation like this, the invader's authority is necessarily limited to the portion of country actually covered by its armies, freemen arising in the rear of its marches, like healthful plants rearing their heads after the passage of the tempest.

The most interesting practical paper in the number is one by A. W. Colgate on Steam Travel as carried into the heart of cities, a subject on which American engineering is as yet in its infancy. The ingenious modes by which immense crowds of travelers are emptied into and taken up from Paris or London, and projected without tangling across those vast cities to central depots, are fully explained. We quote the account of the magnificent termini of the Great Northern and Midland Railways, London; here is the

CANNON STREET TERMINUS.

The huge station at Cannon street outranks all its predecessors, and is one of the most conspicuous landmarks of the metropolis. There is probably nothing finer in Europe, in the way of constructive engineering, than the view of this station as seen from the bridge over the Thames, which carries the railway directly into it. The five tracks which are laid across the bridge expand to nine as they enter the [illegible], in which there are also five platforms [illegible] the whole length, one of them containing a paved carriage-road. The dimensions are: 202 feet in width by 685 in length, more than three acres; and the magnificent curved roof which covers this great space with a single span is 120 feet high. Including the hotel at the Cannon street end, which forms the passenger entrance, the whole ground covered is nearly equal in size and shape to one of our large up-town blocks. Two thousand tons of iron and thirty-one millions of bricks were used in constructing the station; all the platforms are of large smooth flags, and there are several rows of lamp-posts, with ornamental glass globes, which give the place a brilliant appearance at night. The upper part of the great circular gable-end which forms the river facade is glazed, the lower part being open for the passage of trains. Two square towers about 175 feet high, with turreted roofs, form the angles. There is not the least attempt at ornamentation except the natural and necessary display of the construction of every part, and yet the appearance of the whole is as graceful as it is immense. St. Paul's itself is hardly more effective.

But even this huge structure (oursues the writer) is about to be eclipsed by the terminus of the Midland Railway, now nearly finished, near King's Cross. Almost ten acres have been cleared of buildings, to make room for this station, with its adjoining hotel and yard. The great roof has a clear span of 240 feet, and is 105 feet high, the shape being that of a low Gothic arch rather than an arc of a circle. The passenger entrance is at the south end, which abuts on Euston road, beneath which runs the Metropolitan Railway, and a connection is made a little way up the Midland line, by which the trains, instead of entering the station, can pass beneath it through a tunnel and run directly into the underground road, thus giving the advantage of the various connections of this latter line.

We observe, by the by, that the subject of Traveling Reform in the United States, as well as the great topics of Hotel Accommodation and Advertising, will be taken up by *Putnam's* in an especially distinctive manner—a series of statistical and argumentative papers thereon being provided for by the offer of particular renumerations. These three topics, come to think of them, lie at the very bottom of that elaborate system of comfort and Life-Art which the civilization of this country carries further than that of any other on the globe.

Bryant's fine, quiet poem "Among the Trees" is the best metrical contribution to the number. "Tent-Life with the Wandering Koraks" is a good travel-sketch by G. Kennan. "Treasure" is a Christmas story by W. J. Paulding, the interest in which turns on the clairvoyant indication of hidden booty. "Three Pictures and One Portrait" is a pretty lady-story of the old Miss Landon stripe, by Lucy Hooper. Rev. L. W. Bacon, anticipating the immense struggle to come in this country between the Catholic and Protestant faiths, reviews the "Literature" (now forming) "of the Coming Controversy." His animadversions on the works stamped by the American Christian Union are most severe, and his errors are corrected in an editorial note.

From Theodore Johnson's genial notice of the Danish fairy historian, we are happy to extract the following sketch of

HANS CHRISTIAN ANDERSEN AS A STORY TELLER.

Wherever Andersen made his appearance he was urgently requested, by young and old folks, to tell them fairy stories. Some of them, for instance "Ole Luck Oie," he wrote at the special request of his great countryman, Thorwaldsen, who had returned to Copenhagen, and greatly liked to have Andersen in his company. "Oftentimes," says Andersen, "at setting in of dusk, when the other members of the family were seated in the open garden hall, Thorwaldsen would quietly step up to me, and, patting me gently on the shoulder, ask, 'Will you not let us little ones have a fairy-tale to-night?' It amused him to hear the same story over and over again; often, when at work upon his most magnificent statues, he stood listening smilingly to the story of 'The Top and the Ball,' or of 'The Ugly Duck.'" During his travels in Germany, Andersen repeatedly read his fairy tales in the German language to delighted audiences. He says, on this subject; "In the Danish language, I believe I can read them as they ought to be read; there is in that tongue a certain charm and power, which cannot be rendered in the translation; it is admirably adapted for this class of literature. In German, my fairy tales seem to me little strangers, and I have some difficulty in infusing my Danish soul into them; besides, my pronunciation of the German language is too soft; and yet all my audiences in Germany heard me read the tales with evident interest and pleasure. I think a foreign pronunciation is least objectionable in a reader of fairy-tales; there is something child-like in the foreign accent, which imparts a characteristic color to the reading. Everywhere I saw the most eminent men and brilliant ladies listen attentively to me; they urged me very earnestly to read, and it afforded me pleasure to do so. Before the Grand-Duke of Oldenburg, in a small, select circle, I read my fairy-tales for the first time at a foreign court and in a foreign language." He afterwards read them to many public and private audiences, and also at the courts of Weimar, Dresden and Berlin, and at the palace of the then Prince and now King of Prussia. "One morning," he says, "I read some of my stories to the Princess (the Queen), and her august husband, too, listened to me with kind attention." The most charming episode of this lecturing tour occurred at Hamburg. "Speckter, the brilliant artist," he writes, "surprised me with his inimitable illustrations to my fairy tales. One evening I intended to go to the theatre. Speckter accompanied me. We passed by an elegant house. 'We must enter here for a few moments, dear friend,' he said. 'Here lives a wealthy family,—friends of mine, friends of your fairy-tales; the children will be so happy!' 'But the opera,' I objected. 'It will take us but two minutes,' he said, and dragged me into the house, told his acquaintances who I was, and the children gathered around me. 'And now, tell them a story,' he said, beseechingly; 'just one.' I did so, and then we hastened on to the theatre. 'That was a singular visit,' I said. 'An excellent one,' he replied, jubilantly. 'Just think of it! the children are full of Andersen and his fairy-tales; and all of a sudden he stands in their midst, tells them one, and disappears. It is itself a fairy-tale for the little ones, and will live in their memory.'"

From Professor Coyt's account of the English Lecture-System we imbibe the idea that in England a lyceum speaker who accepts remuneration is hardly regarded as a social creature, but rather as a kind of play-acting monstrosity, quite beneath the vision of Mrs. Grundy. Only hear the testimony of that capital gentleman and orator, Mr. Mason Jones.

MASON JONES ON THE LYCEUM SYSTEM.

I remember when Mason Jones returned to London from his lecturing tour in America, and began to lay his plans for a political career in England, he several times mentioned in conversation, how hard it was going to be for him, as a politician there, to shake off the reproach attaching to him from having pursued for a few years the career of a lecturer. "In your country," he would say, in his ardent, slashing style, "it is worthy of an honest man to lecture. The thing is honored, as it deserves to be. Your platforms are free; and a man can stand on them and keep his self-respect. He can say all that is in his heart. Your lecturers are not gagged; and a man feels that to talk in that free way to the people is to be about the real business of life. This cursed neutrality doesn't belong on the American platform; and I hope to all the gods I'll never get there. But in this country it's totally different. They look upon lecturers as mountebanks and performers. It is a mere amusement, like negro-minstrelsy. A lecturer is only a *troupe* of one; and if he is impudent enough to say anything in earnest about living questions, the people open their eyes and stare, with a sort of contemptuous incredulity, just as if the clown in the circus had undertaken to teach philosophy, or harlequin in the pantomime had presumed to have any ideas upon statesmanship. No, sir, it's a disgrace in England to lecture. Lecturing is mere tumbling."

We cannot leave Prof. Coyt's agreeable article without one more extract—his fine picture of the origin, in the mother country, of the popular lyceum-system:

THE BIRTH OF THE MECHANICS' INSTITUTE.

When England reposed after the long death-struggle with Napoleon, she reposed on a very uncomfortable couch: bankruptcy, riot, famine, political discontent, and the grim ferocity of religious discord, all presided over by an idiot-king, and by a regent who was at once a dandy, a drunkard, a coward, and a rake. In the midst of this gloom, brave men and women groped and struggled towards the popular relief through every conceivable method of amelioration. Then it was that poets and statesmen and doctors and divines put their heads together in order to invent some engine against the ignorance which rested like a black vapor along the lower slopes of society. One result of these noble plottings was the organization of the Society for the Diffusion of Knowledge; and another was the establishment of Mechanics' Institutes. It was the intention of the latter, by the means of class-instruction and of lectures, to popularize knowledge by night for poor men and women who had to work by day; and an essential feature of the original scheme was, that the lectures should be given by persons able to talk wisely and attractively, and willing to do so for nothing.

The plan took like a contagion. All abroad in the land, in England and in Scotland, in Wales and in Ireland, it rushed and fructified. In an incredibly short time there were hundreds of Mechanics' Institutes in the kingdom. Of course this swift development of an infinite demand for lectures transcended the resources of gratuitous supply. It was all very pleasant for five or six times; but country clergymen, already with a sufficiently obstinate cure of souls on their hands, and mild gentlemen in easy circumstances, and noble lords with a turn for philanthropy, could hardly be expected to keep up this sort of thing all winter, and year after year, tossed about on dreary journeys of doubtful utility, and kept awake five or six nights a week only to make their fellow-creatures very sleepy.

—We have some hopes of the new fictitious venture of *Putnam*, (flourished rather extravagantly at the head of the January number)—the Romance "To-day,"—from the delineation of the proud, strabismic, rather melancholy youth, William Holt, in whom we hope for a character new to fiction.

Of the miscellaneous department of the magazine we are glad to say that it gets better and better, and that an admirable selection of the news of civilization is comprised in it this month. We receive our copy through Mr. D. Ashmead.

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PIG IRON.—TO ARRIVE, NO. 1 SCOTCH PIG IRON—Glengarnock and Carnbroe brands. For sale in lots to suit by PETER WRIGHT & SONS, 115 Walnut street, Philadelphia. no10 tf

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.

NORTON'S PINE APPLE CHEESE.—100 BOXES ON Consignment. Landing and for sale by JOS. B. BUSSIER & CO., Agents for Norton & Elmer, 108 South Delaware Avenue.

SPECIAL NOTICES.

PENNSYLVANIA RAILROAD, OFFICE OF GENERAL FREIGHT AGENT, No. 1309 Market street.
PHILADELPHIA, December 15, 1868.
NOTICE.—The rates for transportation of Gas and other Bituminous Coal to be carried on the Pennsylvania Railroad, Western Pennsylvania Railroad, and Philadelphia and Erie Railroad, to take effect January 1st, 1869, can be obtained upon application at this Office.
S. B. KINGSTON,
General Freight Agent
de15tja1§ Pennsylvania Railroad Company.

A SPECIAL MEETING OF THE STOCKHOLDERS of the Clarion River and Spring Creek Oil Company will be held at No. 24 North Front street, on TUESDAY, the 29th inst., at 10 o'clock A. M. de15-12t*

PHILADELPHIA AND READING RAILROAD COMPANY, OFFICE 227 SOUTH FOURTH St.
Notice is hereby given to the Stockholders of this Company that the annual meeting and election for President, six Managers, Treasurer and Secretary will take place on the SECOND MONDAY (11th) of January next at 12 M.
oc15-tja11§ W. H. WEBB, Secretary.

FIRST NATIONAL BANK OF PHILADELPHIA.
PHILADELPHIA, December 12, 1868.
The Annual Election for Directors of this Bank will be held at the Banking House on Tuesday, the 12th day of January, 1869, between the hours of 12 o'clock A. M. and 2 o'clock P. M.
de12t ja12§ MORTON McMICHAEL, Jr., Cashier.

LORBERRY CREEK RAILROAD COMPANY.
PHILADELPHIA, December 14, 1868.
The annual meeting of the stockholders of the Lorberry Creek Railroad Company will be held at the office of the Philadelphia and Reading Railroad Company, 227 South Fourth street, Philadelphia, on MONDAY, January 11th, 1869, at 10 o'clock A. M., when an election will be held for a President and six Directors to serve for the ensuing year. [de15tja11§] W. H. WEBB, Sec'ry.

EAST MAHANOY RAILROAD COMPANY, OFFICE, 227 SOUTH FOURTH STREET.
PHILADELPHIA, Dec 14, 1868.
The Annual Meeting of the Stockholders of this Company and an election for officers to serve for the ensuing year will be held at the office of the Company, on MONDAY, Jan. 11, 1869, at 2 o'clock, P. M.
ALBERT FOSTER,
de15-tja11§ Secretary.

ALLENTOWN RAILROAD COMPANY.
PHILADELPHIA, Dec. 14, 1868.
The annual meeting of the stockholders of the Allentown Railroad Company will be held at the office of the Philadelphia and Reading Railroad Company, No. 227 South Fourth street, Philadelphia, on MONDAY, January 11, 1869, at 10½ o'clock A. M., when an election will be held for a President and six Directors to serve for the ensuing year.
de15-tja11§ W. H. WEBB, Secretary.

THE MAHANOY AND BROAD MOUNTAIN RAILROAD COMPANY.—OFFICE, No. 227 SOUTH FOURTH STREET.
PHILADELPHIA, December 14th, 1868.
The Annual Meeting of the Stockholders of the Mahanoy and Broad Mountain Railroad Company, will be held at the Office of the Company, No. 227 South Fourth street, on MONDAY, January 11th, 1869, at 2 o'clock P. M., when an election will be held for a President and six Directors to serve for the ensuing year.
ALBERT FOSTER,
de15-tja11§ Secretary.

OFFICE OF THE RELIANCE INSURANCE COMPANY OF PHILADELPHIA, No. 308 Walnut street.
PHILADELPHIA, November 30, 1868.
The annual meeting of the Stockholders of the Reliance Insurance Company of Philadelphia, and the annual election of (13) thirteen Directors to serve for the ensuing year, will be held at this office, on MONDAY, Dec. 21, 1868, at 12 o'clock M. THOMAS C. HILL,
de3-10t§ Secretary.

OFFICE OF "THE RELIANCE INSURANCE COMPANY OF PHILADELPHIA," No. 308 WALNUT STREET.
PHILADELPHIA, Dec. 7, 1868.
The Board of Directors of the "The Reliance Insurance Company of Philadelphia" have this day declared a dividend of Four Per Cent. on their capital stock, for the past six months, payable to the Stockholders or their legal representatives, on demand, free of taxes.
de8-10t§ THOMAS C. HILL, Secretary.

FARMERS' AND MECHANICS' NATIONAL BANK.
PHILADELPHIA, December 11, 1868.
The annual election for Directors of this Bank will be held at the Banking House, on WEDNESDAY, the 13th day of January next, between the hours of 11 o'clock A. M. and 2 o'clock P. M.
de11.tja13§ W. RUSHTON, Jr., Cashier.

LUMBER.

FALL, 1868.
LUMBER FOR BUILDERS, LOW.
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Seventeenth and Spring Garden Sts.
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1868. FLORIDA FLOORING. FLORIDA FLOORING. CAROLINA FLOORING. VIRGINIA FLOORING. DELAWARE FLOORING. ASH FLOORING. WALNUT FLOORING. FLORIDA STEP BOARDS. RAIL PLANK. 1868.

1868. WALNUT BOARDS AND PLANK. WALNUT BOARDS AND PLANK. WALNUT BOARDS. WALNUT PLANK. 1868.

1868. UNDERTAKERS' LUMBER. UNDERTAKERS' LUMBER. RED CEDAR. WALNUT AND PINE. 1868.

1868. SEASONED POPLAR. SEASONED CHERRY. ASH. WHITE OAK PLANK AND BOARDS. HICKORY. 1868.

1868. CIGAR BOX MAKERS. CIGAR BOX MAKERS. SPANISH CEDAR BOX BOARDS. FOR SALE LOW. 1868.

1868. CAROLINA SCANTLING. CAROLINA H. T. SILLS. NORWAY SCANTLING. LARGE ASSORTMENT. 1868.

1868. CEDAR SHINGLES. CEDAR SHINGLES. CYPRESS SHINGLES. PLASTERING LATH. CHESTNUT PLANK AND BOARDS. 1868.

1868. SEASONED CLEAR PINE. SEASONED CLEAR PINE. CHOICE PATTERN PINE. SPANISH CEDAR, FOR PATTERNS. FLORIDA RED CEDAR. 1868.

MAULE, BROTHER & CO., 2500 SOUTH STREET.

FOR SALE, TO ARRIVE—Fifty thousand first quality Yellow Pine and Scantling, from Enterprise Mills, S. C.
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TRAVELERS' GUIDE.

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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.
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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.
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WEST CHESTER AND PHILADELPHIA RAILROAD, VIA MEDIA. WINTER ARRANGEMENTS.
On and after MONDAY, Oct. 5th, 1868, the trains will leave Depot, Thirty-first and Chestnut streets, as follows:
Trains leave Philadelphia for West Chester, at 7.45 A. M., 11 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 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 4.00 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.

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.
ELLIS CLARK, Agent.

TRAVELERS' GUIDE.

WEST JERSEY RAILROADS.
FALL AND WINTER ARRANGEMENT.
From Foot of Market St. (Upper Ferry).
Commencing Wednesday, Sept. 16, 1868.
Trains leave as follows:
For Cape May and stations below Millville 3.15 P. M.
For Millville, Vineland and intermediate stations 8.15 A. M., 3.15 P. M.
For Bridgeton, Salem and way stations 8.15 A. M. and 3.30 P. M.
For Woodbury at 8.15 A. M., 3.15, 3.30 and 6 P. M.
Freight train leaves Camden daily at 12 o'clock, noon.
Freight received at second covered wharf below Walnut street, daily.
Freight Delivered No. 228 S. Delaware Avenue.
WILLIAM J. SEWELL, Superintendent.

NORTH PENNSYLVANIA R. R.—THE MIDDLE ROUTE.—Shortest and most direct line to Bethlehem, Easton, Allentown, Mauch Chunk, Hazleton, White Haven, Wilkesbarre, Mahanoy City, Mt. Carmel, Pittston, Tunkhannock, Scranton, Carbondale and all the points in the Lehigh and Wyoming coal regions.
Passenger Depot in Philadelphia, N. W. corner Berks and American streets.
WINTER ARRANGEMENT, TEN DAILY TRAINS.—On and after MONDAY, NOVEMBER 23d, Passenger Trains leave the 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 Railroad for Allentown, Catasauqua, Slatington, Mauch Chunk, Weatherly, Jeanesville, Hazleton, White Haven, Wilkesbarre, Kingston, Pittston, Tunkhannock, 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 M.; at Wilkesbarre at 2.50 P. M.; at Mahanoy City at 1.50 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.
9.45 A. M. (Express) for Bethlehem, Allentown, Mauch Chunk, White Haven, Wilkesbarre, Pittston, Scranton and Carbondale via Lehigh and Susquehanna Railroad, also to Easton and points on Morris and Essex Railroad to New York and Allentown and Easton, and points on New Jersey Central Railroad to New York via Lehigh Valley Railroad.
At 10.45 A. M.—Accommodation for Fort Washington stopping at intermediate Stations.
At 1.45 P. M.—Lehigh Valley Express for Bethlehem, Allentown, Mauch Chunk, White Haven, Wilkesbarre, Pittston, Scranton and Wyoming Coal Regions.
At 2.45 P. M.—Accommodation for Doylestown, stopping at all intermediate stations.
At 4.15 P. M.—Accommodation for Doylestown, stopping at all intermediate stations.
At 5.00 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 9.10 A. M., 2.10, 5.25 and 8.20 P. M.
2.10 P. M., 5.25 P. M. and 8.20 P. M. Trains make direct connection with Lehigh Valley or Lehigh and Susquehanna trains from Easton, Scranton, Wilkesbarre, Mahanoy City and Hazleton.
Passengers leaving Wilkesbarre at 10.18 A. M., 1.45 P. M., connect at Bethlehem and arrive in Philadelphia at 5.25 and 8.20 P. M.
From Doylestown at 8.35 A. M., 4.55 P. M. and 7. P. M.
From Lansdale at 7.30 A. M.
From Fort Washington at 10.45 A. M. and 3.10 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 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.—Fall Time. Taking effect Nov. 22d, 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.
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, will receive attention.
TRAINS LEAVE DEPOT, VIZ.:

Mail Train	at 8.00 A. M.
Paoli Accom	at 10.30 A. M., 1.10, and 9.00 P. M.
Fast Line	at 11.50 A. M.
Erie Express	at 11.50 A. M.
Harrisburg Accommodation	at 2.30 P. M.
Lancaster Accommodation	at 4.00 P. M.
Parkesburg Train	at 5.30 P. M.
Cincinnati Express	at 8.00 P. M.
Erie Mail and Buffalo Express	at 10.45 P. M.
Philadelphia Express	at 12.00 night

Erie Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 12 o'clock.
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 3.10 A. M.
Philadelphia Express	at 6.50 A. M.
Paoli Accom	at 8.20 A. M. and 3.40 & 7.10 P. M.
Erie Mail and Buffalo Express	at 10.00 A. M.
Parkesburg Train	at 9.10 "
Fast Line	at 10.00 "
Lancaster Train	at 12.30 P. M.
Erie Express	at 4.20 "
Day Express	at 4.20 "
Harrisburg Accom	at 9.40 "

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.

PHILADELPHIA, GERMANTOWN AND NORRISTOWN RAILROAD TIME TABLE.—On and after Friday, May 1, 1868.
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 5¾ 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, 5¾, 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.
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 Norristown—7 A. M.; 5½ and 9 P. M.
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, WILMINGTON AND BALTIMORE RAILROAD—TIME TABLE.—Commencing Monday, Nov. 23d, 1868. 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, stopping at Wilmington, Perryville and Havre-de-Grace. Connects at Wilmington with train for New Castle.
Express Train at 4.00 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 11.30 P. M. (daily) for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newark, Elkton, Northeast, Perryville and Havre-de-Grace.
Passengers for Fortress Monroe and Norfolk will take the 12.00 M. Train.
Wilmington Trains, stopping at all stations between Philadelphia and Wilmington:
Leave Philadelphia at 11.00 A. M., 2.30, 5.00, 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., and 1.30, 4.15 and 7.00 P. M. The 8.10 A. M. train will not stop between Chester and Philadelphia. The 7.00 P. M. train from Wilmington runs Daily; all other Accommodation Trains Sundays excepted.
From Baltimore to Philadelphia.—Leave Baltimore 7.25 A. M., Way Mail. 9.35 A. M., Express. 2.25 P. M., Express. 6.25 P. M., Express.
SUNDAY TRAIN FROM BALTIMORE.—Leave Baltimore at 7.25 P. M., stopping at Magnolia, Perryman's, Aberdeen, Havre de Grace, Perryville, Charlestown, North-east, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood and Chester.
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.

CAMDEN AND ATLANTIC RAIL ROAD.
WINTER ARRANGEMENT.
On and after MONDAY, October 26, 1868, trains will leave Vine Street Wharf as follows, viz.:

Mail and Freight	7.30 A. M.
Atlantic Accommodation	3.45 P. M.
Junction Accommodation, to Atco and Intermediate stations	5.00 P. M.

RETURNING, WILL LEAVE ATLANTIC.

Mail and Freight	1.25 P. M.
Atlantic Accommodation	6.03 A. M.
Junction Accommodation, from Atco	6.25 A. M.

HADDONFIELD ACCOMMODATION TRAIN WILL LEAVE
Vine Street Ferry at 10.15 A. M. and 2.00 P. M.
Haddonfield at 1.00 P. M. and 3.15 P. M.
je30-tf D. H. MUNDY, Agent.

TRAVELERS' GUIDE.

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, Dec. 14, 1868, leaving the Company's Depot, Thirteenth and Callowhill streets, Philadelphia, at the following hours:
MORNING ACCOMMODATION.—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 9.15 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 9.10 A. M. Returning leaves Philadelphia at 4.00 P. M.; arrives in Pottstown at 6.15 P. M.
READING ACCOMMODATION.—Leaves Reading at 7.30 A. M., stopping at all way stations; arrives in Philadelphia at 10.20 A. M.
Returning, leaves Philadelphia at 4.45 P. M.; arrives in Reading at 7.40 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 2.05 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 6.35 P. M., arriving in Philadelphia at 9.25 P. M.
Market train, with a Passenger car attached, leaves Philadelphia at 12.30 noon for Pottsville and all Way Stations; leaves Pottsville at 7.00 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., 12.30 and 4.00 P. M. trains from Philadelphia, returning from Downingtown at 6.30 A. M., 12.45 P. M., and 5.15 P. M.
PERKIOMEN RAILROAD.—Passengers for Skippack take 7.30 A. M. and 4.00 P. M. trains from Philadelphia, returning from Skippack at 8.10 A. M. and 12.45 P. M. Stage lines for various points in Perkiomen Valley connect with trains at Collegeville and Skippack.
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 1.05 A. M., 1.50 and 10.19 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 3.50 and 5.50 A. M. 10.50 P. M., passing Reading at 5.44 and 7.31 A. M. and 12.50 P. M., arriving at New York 11.00 and 12.20 P. M. and 5.00 P. M. Sleeping Cars accompany 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 6.45, 11.30 A. M. and 6.40 P. M., returning from Tamaqua at 8.35 A. M., and 2.15 and 4.35 P. M.
SCHUYLKILL AND SUSQUEHANNA RAILROAD.—Trains leave Auburn at 7.55 A. M. for Pinegrove and Harrisburg, and at 12.15 P. M. for Pinegrove and Tremont; returning from Harrisburg at 3.30 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 4.30 A. M., 12.45 noon, 5.00 and 8 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.
BAGGAGE.
Dungan's Express will collect Baggage for all trains leaving Philadelphia Depot. Orders can be left at No. 225 South Fourth street, or at the Depot, Thirteenth and Callowhill streets.

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 6.30 A. M., via Camden and Amboy, Accom.	$2 25
At 8 A. M., via Camden and Jersey City Express Mail,	3 00
At 2.00 P. M., via Camden and Amboy Express,	3 00

At 6 P. M. for Amboy and intermediate stations.
At 6.30 and 8 A. M., and 2 P. M., for Freehold.
At 8 and 10 A. M., 2, 3.30 and 4.30 P. M., for Trenton.
At 6.30, 8 and 10 A. M., 1, 2, 3.30, 4.30, 6 and 11.30 P. M., for Bordentown, Burlington, Beverly and Delanco.
At 6.30 and 10 A. M., 1, 3.30, 4.30, 6 and 11.30 P. M., for Florence, Edgewater, Riverside, Riverton, Palmyra and Fish House, and 2 P. M. for Florence and Riverton.
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 7.30 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 7.30 and 11 A. M., 2.30 and 5 P. M. for Morrisville and Tullytown.
At 7.30 and 10.15 A. M., 2.30 and 5 P. M. for Schencks and Eddington.
At 7.30 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.
From West Philadelphia Depot, via Connecting Railway:

At 9.45 A. M., 1.20, 4, 6.30 and 12 P. M. New York Express Line, via Jersey City	$3 25
At 11.30 P. M. Emigrant Line	2 00

At 9.45 A. M., 1.20, 4, 6.30 and 12 P. M., for Trenton.
At 9.45 A. M., 4, 6.30 and 12 P. M. for Bristol.
At 12 P. M. (Night) for Morrisville, Tullytown, Schencks, Eddington, Cornwells, Torrisdale, Holmesburg, Tacony, Wissinoming, Bridesburg and Frankford.
The 9.45 A.M. and 6.30 & 12 P. M. Lines run daily. All others, Sundays excepted.
For Lines leaving Kensington Depot, take the cars on Third or Fifth streets, at Chestnut, at half an hour before departure. The Cars of 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 9.45 A. M. and 6.30 and 12 P. M. lines.
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, Schooley's Mountain, &c.
At 7.30 A. M. and 3.30 P. M. for Scranton, Stroudsburg, Water Gap, 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.
CAMDEN AND BURLINGTON CO. AND PEMBERTON AND HIGHTSTOWN RAILROADS, from Market Street Ferry (Upper Side.)
At 7 and 10 A. M., 1.30, 3.30 and 5.30 P.M. for Merchantsville, Moorestown, Hartford, Masonville, Hainsport, Mount Holly, Smithville, Ewansville, Vincentown, Birmingham and Pemberton.
At 7 A. M., 1.30 and 3.30 P.M. for Lewistown, Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon and Hightstown.
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 residences or hotels to destination, by Union Transfer Baggage Express.
Lines from New York for Philadelphia will leave from foot of Cortland street at 1.00 and 4.00 P. M., via Jersey City and Camden. At 6.30 P. M. via Jersey City and Kensington. At 7, and 10 A. M., 12.30, 5, and 9 P. M., and 12 Night, via Jersey City and West Philadelphia.
From Pier No. 1, N. River, at 6.30 A. M. Accommodation and 2 P. M. Express, via Amboy and Camden.
Nov. 23, 1868. WM. H. GATZMER, Agent.

PHILADELPHIA AND ERIE RAILROAD.—FALL TIME TABLE.—Through and Direct Route between Philadelphia, Baltimore, Harrisburg, Williamsport, to the Northwest and the Great Oil Region of Pennsylvania.—Elegant Sleeping Cars on all Night Trains.
On and after MONDAY, Nov. 23d, 1868, the Trains on the Philadelphia and Erie Railroad will run as follows:
WESTWARD.

Mail Train leaves Philadelphia	10.45 P. M.
" " Williamsport	8.15 A. M.
" arrives at Erie	9.50 P. M.
Erie Express leaves Philadelphia	11.50 A. M.
" " Williamsport	8.59 P. M.
" arrives at Erie	10.00 A. M.
Elmira Mail leaves Philadelphia	8.00 A. M.
" " Williamsport	6.30 P. M.
" arrives at Lock Haven	7.45 P. M.

EASTWARD.

Mail Train leaves Erie	10.55 A. M.
" " Williamsport	12.55 A. M.
" arrives at Philadelphia	10.10 P. M.
Erie Express leaves Erie	6.25 P. M.
" " Williamsport	7.50 A. M.
" arrives at Philadelphia	4.10 P. M.

Mail and Express connect with Oil Creek and Allegheny River Railroad. Baggage Checked Through.
ALFRED L. TYLER, General Superintendent.

PHILADELPHIA & BALTIMORE CENTRAL RAILROAD. On and after Monday, Oct 5th, 1868, 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 5.45 A. M., and Oxford, at 6.30 A. M., and leave Oxford at 3.55 P. M.
A Market Train with Passenger Car attached will run on Tuesdays and Fridays, leaving the Rising Sun at 11.15 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 leaves 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.
mh19 HENRY WOOD, General Sup't.

REAL ESTATE SALES.

ORPHANS' COURT SALE.—ESTATE OF JAMES Hall, deceased.—James A. Freeman, Auctioneer. Under authority of the Orphans' Court for the city and county of Philadelphia, on Wednesday, December 23, 1868, at 12 o'clock, noon, will be sold at public sale, without reserve, at the Philadelphia Exchange, the following described real estate, late the property of James Hall, deceased. No. 1.—Two-story Brick House, No. 420 Rush street, below Coral, Twenty-fifth Ward. All that certain two-story brick messuage and lot of ground situate on the southwesterly side of Rush street, at the distance of 45 feet northeastward from Coral street, in the Twenty-fifth Ward of the city; containing in front 16 feet and in depth 61 feet 6 inches to a 5 feet wide alley laid out for this and other lots, bounding thereon. Subject to a mortgage of $700. Sale absolute.
No. 2. Two-story brick house, No. 411 Rush street above Frankford road. All that certain two-story brick messuage and lot of ground situate on the southwest side of Rush street, at the distance of 231 feet east from Frankford road; containing in front 14 feet and in depth 64 feet.
Subject to a mortgage of $675. Sale absolute.
No. 3. Two-story brick house, No. 417 Rush street. All that certain two-story brick messuage and lot of ground situate on the southwest side of Rush street, at the distance of 322 feet east of Frankford road, in the Twenty-fifth Ward of the city; containing in front 14 feet and in depth 64 feet.
Subject to a mortgage of $670. Sale absolute.
$100 to be paid on each at the time of sale.
By the Court, E. A. Merrick, Clerk O. C.
EDWARD BUCKLEY, Administrator.
JAMES A. FREEMAN, Auctioneer,
de3,10,17 Store 422 Walnut street.

ORPHANS' COURT SALE.—ESTATE OF THOS. G. Connor, deceased.—James A. Freeman, Auctioneer.—Well secured Ground Rent of $90 per annum.—Under authority of the Orphans' Court for the City and County of Philadelphia, on Wednesday, December 23, 1868, at 12 o'clock, noon, will be sold at public sale, at the Philadelphia Exchange, the following described real estate, late the property of Thomas G. Conner, deceased. All that certain yearly ground rent of ninety dollars, lawful silver money of the United States, issued and payable by William J. Berry and John Konn, in half-yearly payments, without any deduction for taxes, out of all that lot of ground with the improvements thereon erected, situate on the west side of Fifth street, between Lombard and South streets, in the Fifth Ward of the city; containing in front on Fifth street 16 feet, and in depth 90 feet to a 10 feet wide alley. On the above lot is erected a three-story brick store and dwelling.
$100 to be paid at time of sale.
By the Court, JOSEPH MEGARY, Clerk O. C.
JULIANA MINTZER, Administratrix, d. b. n. c. t. a. of Thomas G. Conner, dec'd.
JAMES A. FREEMAN, Auctioneer,
de3,10,17 Store, No. 422 Walnut street.

ORPHANS' COURT SALE.—ESTATE OF Thomas Oliver Gilbert, deceased. James A. Freeman, Auctioneer.—Three-story brick dwelling, No. 926 Melon street.—Under authority of the Orphans' Court for the City and County of Philadelphia, on Wednesday, December 23, 1868, at 12 o'clock, noon, will be sold at public sale, at the Philadelphia Exchange, the following described real estate, late the property of Thomas Oliver Gilbert, deceased: All that certain lot of ground, with the three-story brick messuage with two-story frame and brick back buildings thereon erected, situate on the north side of Melon street, at a distance of 114 feet 1 inch eastward of Tenth street, in the Thirteenth Ward of the city; containing in front on Melon street 15 feet 6¾ inches, and extending in depth on the eastern side 67 feet 10 inches, and on the western side 67 feet 2¾ inches. Subject to a yearly ground rent of $66. Also, subject to a mortgage of $1,800.
$100 to be paid at the time of sale.
By the Court. JOSEPH MEGARY, Clerk O. C.
MARY CLARA GILBERT, Administratrix.
JAMES A. FREEMAN, Auctioneer,
de3,10,17 Store, 422 Walnut street.

PUBLIC SALE.—JAMES A. FREEMAN, AUCtioneer.—Desirable three-story brick Dwelling, No. 919 Spruce street. On Wednesday, December 23, 1868, at 12 o'clock, noon, will be sold at public sale, at the Philadelphia Exchange, the following described Real Estate: All that certain three-story brick dwelling with attics, and the lot of ground, situate on the south side of Spruce street, at the distance of 152 feet west of Ninth street, in the Eighth Ward of the city; containing in front on Spruce street 18 feet and in depth 52 feet.
The above is a genteel three-story brick dwelling, with basement, dining room and kitchen, has gas introduced, range, hot and cold water, Baltimore heater, bath, &c.; is papered and painted throughout. The gas fixtures and secretary in the back parlor are included in the sale.
$2,500 may remain if desired. May be examined any day between the hours of 12 and 2 o'clock. Clear of incumbrance.
$100 to be paid at the time of sale.
JAMES A. FREEMAN, Auctioneer,
de3, 10 17 Store, 422 Walnut street.

PUBLIC SALE.—JAMES A. FREEMAN, AUCtioneer.—Leasing of the Tobacco Warehouse, Front and Dock sts.—On Wednesday, December 23d, 1868, at 12 o'clock, noon, will be leased at public sale, at the Philadelphia Exchange, the following described real estate: The premises known as the Tobacco inspection Warehouse and its dependencies, consisting of the several buildings, messuages and tenements, and their appurtenances, and the lot of ground whereon the same are erected, situate between Dock and Spruce sts., and Front and Platt sts., consisting of the said warehouse and five brick stores adjoining the same.
The above property will be leased for one or five years, at the option of the lessee or lessees, with security to be approved by the Commissioner. $500 to be paid at time of sale, to be refunded on the execution of tax lease.
By order of the Commissioner of City Property.
JAMES A. FREEMAN, Auctioneer,
de5,10,17 Store, 422 Walnut street.

PUBLIC SALE.—JAMES A. FREEMAN, Auctioneer. Building Lot, Sharswood street (above Twenty-second street.) On Wednesday, Dec. 23, 1868, at 12 o'clock, noon, will be sold at public sale, at the Philadelphia Exchange, the following described real estate: All that certain lot of ground situate on the south side of Sharswood street, at the distance of 225 feet westward of Twenty-second street, in the Twentieth Ward of the city; containing in front on Sharswood street 75 feet, and in depth southward 90 feet to Dreeden street.
Subject to $60 ground rent per annum.
$100 to be paid at the time of sale.
JAMES A. FREEMAN, Auctioneer,
de3,10,17 Store 422 Walnut street.

PUBLIC SALE.—JAMES A. FREEMAN, AUCtioneer.—Two-story Brick House, No. 314 Currant alley, with brick house in rear. On Wednesday, December 23, 1868, at 12 o'clock, noon, will be sold at public sale, at the Philadelphia Exchange, the following described real estate: All that certain lot of ground, with 2 two-story brick houses with attics thereon erected, situate on the west side of Currant alley, at the distance of 129 feet 8 inches northward of Locust street, in the Eighth Ward of the city; containing in front on Currant alley 14 feet 8 inches, and in depth 78 feet to 20 feet alley. Subject to $20 ground rent per annum.
$100 to be paid at the time of sale.
JAMES A. FREEMAN, Auctioneer,
de10.17 Store, 422 Walnut street.

COPARTNERSHIPS.

PARTNERSHIP DISSOLVED.—The partnership heretofore existing under the firm of ROOP, KIBBE & CO., is this day dissolved by the death of SAMUEL W. ROOP. The business will be settled by the surviving partners at Nos. 24 and 26 Bank street.
JOSEPH C. ROOP, Executor of Samuel W. Roop.
HENRY R. KIBBE,
CLINTON J. TROUT,
JOSEPH C. ROOP,
WILLIAM Y. COLLADY,
Surviving Partners.
PHILADELPHIA, December 1, 1868.

PARTNERSHIP FORMED.—The undersigned hereby give notice that they have formed a limited partnership, under the provisions of the act of Assembly, entitled "An act relative to special partnerships," approved March 21, 1836, and the supplements thereto, the terms of which are the following, viz.:
1. The name of the firm under which such partnership is to be conducted is KIBBE, COLLADAY & TROUT.
2. The general nature of the business intended to be transacted is a general Dry Goods Importing and Commission business.
3. The General Partners are HENRY R. KIBBE, residing at the Girard House, in the city of Philadelphia; WILLIAM Y. COLLADAY, residing at No. 1329 North Broad Street, in the same city, and CLINTON J. TROUT, residing at No. 742 North Nineteenth Street, in the same city; and the Special Partner is JOSEPH C. ROOP, residing at No. 2006 Wallace Street, in the said city of Philadelphia.
4. The amount of capital contributed to the common stock by said Special Partner is Fifty Thousand ($50,000) Dollars in cash.
5. The said partnership is to commence on the first day of December, A. D. 1868, and is to terminate on the first day of January, A. D., 1871.
HENRY R. KIBBE,
WILLIAM Y. COLLADAY,
CLINTON J. TROUT,
General Partners.
JOSEPH C. ROOP,
de5 1mo§ Special Partner.

LEGAL NOTICES.

IN THE COURT OF COMMON PLEAS FOR THE City and County of Philadelphia.—Assigned Estate of L. DELACROIX & CO.—The Auditor appointed by the Court to audit, settle and adjust the first account of WILLIAM F. JOHNSON, Assignee for benefit of creditors of LOUISA DELACROIX, LOUIS D. CONNELLY and THOMAS B. CONNELLY, lately trading as L. DELACROIX & CO., and to make distribution, will attend to the duties of his appointment, on TUESDAY, the 29th day of December, A. D 1868, at 4 o'clock, P. M., at his Office, No. 207 South Fifth street, in the city of Philadelphia. JOSEPH A. CLAY,
de17-th s tu5t§ Auditor.

IN THE ORPHANS' COURT FOR THE CITY AND County of Philadelphia.—Estate of PIERCE BUTLER, Esq., dec'd.—The Auditor appointed by the Court to audit, settle and adjust the account of WILLIAM WISTER and PETER C. HOLLIS, Administrators of the estate of PIERCE BUTLER, Esq., deceased, and to report distribution of the balance in the hands of the accountant, will meet the parties interested for the purpose of his appointment, on Tuesday, January 5, 1869, at 4 o'clock P. M., at his Office, No. 131 South Fifth street, in the city of Philadelphia. GEORGE M. CONARROE,
de12-s tu th5t§ Auditor.

ESTATE OF CHARLES T. AMOS, DECEASED.—Letters of Administration upon the above estate having been granted to the undersigned, all persons indebted to the said estate are requested to make payment, and those having claims or demands against the same, to make them known without delay to
SUSAN AMOS, Administrix,
de10-th-6t* No. 404 Green street.

NAVAL STORES.

COTTON.—23 BALES, NOW LANDING FROM steamer Tonawanda, from Savannah, Georgia, and for sale by COCHRAN, RUSSELL & CO., 23 North Front street.

SPTS. TURPENTINE.—100 BBLS. SPTS. TURPENtine, per steamer Pioneer, now landing, and for sale by COCHRAN, RUSSELL & CO., 23 North Front street.

SPIRITS TURPENTINE—50 BARRELS SPIRITS TURpentine now landing and for sale by EDW. H. ROWLEY, No. 16 South Wharves.

SPIRITS TURPENTINE AND ROSIN—110 BARRELS Spirits Turpentine; 142 bbls. Pale Soap Rosin; 1165 bbls. No. 2 Shipping Rosin, landing from steamer Pioneer, for sale by EDW. H. ROWLEY. 16 S. Wharves. au27-tf

HEATERS AND STOVES.

THOMAS S. DIXON & SONS,
Late Andrews & Dixon,
No. 1324 CHESTNUT Street, Philada.,
Opposite United States Mint,
Manufacturers of
LOW DOWN,
PARLOR,
CHAMBER,
OFFICE,
And other GRATES,
For Anthracite, Bituminous and Wood Fire;
ALSO,
WARM-AIR FURNACES,
For Warming Public and Private Buildings.
REGISTERS, VENTILATORS,
AND
CHIMNEY CAPS,
COOKING-RANGES, BATH-BOILERS,
WHOLESALE and RETAIL.

NEW TURKEY PRUNES LANDING AND FOR SALE by J. B. BUSSIER & CO., 108 South Delaware ave.