Fortieth Congress—Third Session.

CLOSE OF YESTERDAY'S PROCEEDINGS.

SENATE.—Mr. Sherman delivered a lengthy address upon the bill in relation to the public debt and currency. During his remarks he said:

The object we have in view is to appreciate our currency to the standard of gold as rapidly as the public interest will allow. Four species of notes compose the paper currency of the country, and the amount of each is stated as follows:

United States notes	$356,021,073
National bank notes	299,806,565
Three per cent. certificates	55,865,000
Fractional currency	34,715,915
In all	$745,908,353

All this currency is by law at par. But in truth and in fact it is not at par in the standard money of the world. One dollar of it has only the same purchasing power as seventy-four cents in gold, which is real money, not the representative of money, but money itself, of intrinsic value, recognized as such by every man in all civilized countries and in all ages of the world. Gold is demonetized by the law, cannot be collected in the courts, and, like cotton or wheat, is treated as a commodity, whose value is measured by what we call "lawful money."

No nation can permanently adopt a standard of value that will not be controlled and regulated by the standard of gold. No degree of isolation, no expedient of legislation, can save any nation which maintains any intercourse with foreign nations from the operations of this same law. This higher law of the standard of value will sooner or later govern and regulate all prices, even of commodities that do not enter into foreign exchanges. It is utterly idle for a commercial people like the United States, with a foreign commerce of eight hundred millions annually, with citizens trading in every part of the world, and receiving annually 400,000 emigrants, to escape from the operation of this primary law of trade. Different nations have tried various expedients to evade it, and have always failed. For centuries gold and silver coins were clipped and alloyed, but it only took more of them to buy a certain commodity. In modern times paper money or credit has been substituted for real money. As long as this money did not exceed the amount of real money in the country it operated well; it promoted exchanges and gave great activity to enterprises, and its nominal value was the same as its real value. But when the paper was increased or the gold exported, the paper money depreciated; it had less purchasable power, prices rose, and either the paper money became demonetized, was rejected and repudiated, or the false standard was advanced in value to the gold standard. The most successful attempt to substitute paper money for real money, took place in Great Britain in 1797. The Bank of England then having in circulation $55,000,000 of notes, was forbidden by an act of Parliament to pay its notes in coin, and they were, in effect, made a legal-tender. By 1810 the amount of them was gradually increased to $110,000,000. It was observed that though gold was demonetized and its export prohibited, yet that its market value had risen near twenty per cent., or from £46 15s. 6d. to £56 for a pound of gold. An eminent writer on political economy called attention to this fact, as conclusive evidence of the depreciation of the paper currency. A committee of the House of Commons, of whom were several of the most eminent statesmen and financiers of England, gave the subject a careful examination, and the result was the famous bullion report. A majority of this committee agreed that, in spite of the act of Parliament, gold was still the true standard of value, and, measured by this standard, the currency was depreciated by an excess in the Bank of England notes. They say: "That no safe, certain and constantly adequate provision against all excess of paper currency, either occasional or permanent, can be formed except in the convertibility of all such paper into specie." Still, driven by the pressure of war, the bank issued more notes, and their depreciation continued, until, at the close of the war, the bank slowly entered upon the hard task of appreciating its notes to the gold standard. During our brief national history we have made several efforts to establish paper money for real money. Continental money was a Revolutionary effort to coin paper into money. Gen. Spinner has had occasion to inform some Rip Van Winkle who wished Continental money redeemed in lawful money, that provision had been made to redeem it at the rate of one dollar in coin for one hundred dollars Continental money, but even this poor privilege expired in 1793. During the war of 1812 the United States undertook to treat State bank bills as lawful money. They soon became depreciated, and when the war was over and it became necessary to appreciate them to the gold standard, notes, banks and debtors were swept into general bankruptcy, and the people commenced again upon the solid basis of gold and silver coin. So, during our civil war, both the United States and the rebels undertook to make paper not merely the representative of money but real money. The paper money of the rebels followed the course of Continental money and French assignats. Ours, carefully limited in amount, supported by heavy taxes and by great resources, is still called lawful money; but, after all, its value is daily measured by the gold standard.

The requisites of a good currency are: First. That it be a paper currency. Second. That it be amply secured, either by the credit of a nation, or by unquestioned collaterals. Third. That except in cases of panic it be convertible into coin. Fourth. That a provision be made for the suspension of the right to demand coin during such panics. And the only legislative questions that can arise on these points are whether the paper money should be issued by the nation or by the corporators, and what relief shall be provided in case of a necessary suspension of specie payments. As to the first question, both England and the United States have settled upon a bank currency, secured by the public credit. As to the second, they have tried various devices, as the raising of the rate of interest, a temporary suspension of payments, making the paper a legal-tender; but all these expedients are merely temporary; to bridge over a war or panic, a period of starvation, or an immaterial adverse balance of trade. Whatever theorists may suggest, there is but one test of a healthy paper currency, and that is its convertibility into gold coin. Contracts to a vast amount are now from necessity made upon a gold basis. All our foreign commerce, exports and imports, amounting annually to over $900,000,000, are based upon gold. The price of all public securities is fixed by the gold standard of London and Frankfort. The sale of all imported goods by the importers to the jobbers is by the gold standard.

The daily transactions in gold in New York often amount to $100,000,000. On the Pacific slope gold is the only standard of value. We cannot alter this if we would. Why not recognize the fact, legalize the contracts, and conform our measures to the gradual adjustment of existing contracts, including paper money, to the standard of gold. For these reasons the Committee of Finance received the first section of this bill, which legalizes contracts, as an indispensable preliminary to any plan for appreciating our currency to gold. This action has twice received the sanction of the Senate, and its primary importance has generally been admitted in popular discussions. Not only ought specie contracts be allowed, but they ought to be encouraged. Every such contract smooths the way to a general resumption. If they become general, gold now hoarded will be let loose. This will produce an expansion of the currency. When, during specie payments, we estimate the aggregate currency, we add the amount of specie to the amount of convertible paper money. So, when specie payments are suspended, ship specie can be made to perform some of the functions of currency. It adds so much to the volume of currency, and as specie contracts become general, the process of resumption is complete.

And the right to make contracts in gold may now be safely and properly extended to banks organized under the national banking system. Upon a deposit of bonds existing banks or new banks may be authorized to issue gold notes equal to sixty-five per cent. of the value of United States bonds deposited to secure the circulation. Their payment will be in coin, but in all other respects they may be subject to the general provisions and limitations of the banking act. I wish to urge one other consideration in favor of the sections of this bill relating to gold contracts and gold notes, and that grows out of the doubt that rests upon the validity of the Legal-tender act. We must not forget that currency contracts depend not upon the agreement of parties, but entirely upon the validity of that act. This has always been doubted, and is now contested before the Supreme Court. I remember very well the discussion in the Senate when this act passed. Its validity was then denied by Judge Collamer and other able jurists, and it was only maintained by myself and other Senators from the imperative necessity of supporting armies then in the field. This necessity has long since ceased. There can be no pretence that as to future contracts by the United States, or by individuals, there is any necessity that the public credit should any longer take the place of real money. The Legal Tender act is only material as it effects existing contracts. It may be that the Supreme Court will deny its validity or limit its operation to existing contracts, made since its passage. It may subject currency contracts to enforcement in coin. Is it not wise to bridge over this uncertainty by authorizing the adjustment of this matter between the creditor and the debtor? You require nearly one-half of your taxes to be paid in gold, and yet you will not enforce a contract by which the merchant buys the gold for you. Cargoes of tea, coffee and merchandise can only be bought in gold, and yet if property is delivered upon a promise to pay gold it cannot be enforced. Gross and palpable injustice may be done in a multitude of transactions necessarily based upon gold by appealing to the legal tender act. I conclude, then, this branch of the subject, by the earnest opinion that it was a good policy three years age, and it is a good policy now, to allow all parties to stipulate the time when, the amount, and the medium of payment, subject to the general laws of fraud, usury and force. The question then remains, what amount of appreciation of the value of greenbacks will operate the least injuriously to all the sound business interests of our constituents? And upon this point your committee, after the most careful consideration, came to the conclusion that the only and the best plan was to allow them to be funded at the pleasure of the holders into interest-bearing bonds of the United States. When for sufficient reasons we cannot pay the note in coin, we are bound to give to the holder our note with interest. When the notes were first issued, under the act of July 25, 1862, they were convertible at will into bonds. We, with a questionable device, by the act of March 3, 1863, took away that right, and should now restore it. During the war a greenback would purchase an equal amount of bonds of any character offered in the market; it paid at par for the five-twenties, the ten-forties and the seven-thirties. It is now less valuable than these bonds, only because it is dishonored paper, which, though due, is unpaid. You give the bond the benefit of the improving credit of the country, but you deny this to the note. Here a difficulty presents itself that forms the basis of all, or nearly all, the division in the committee as to this measure. What shall be done with the United States notes received into the Treasury in the process of funding? The Senator from Vermont (Mr. Morrill) will contend that they shall be retired as they are received. The Senator from New Jersey (Mr. Cattell) will insist that they must not be retired, but must be reissued. The Senator from Oregon (Mr. Williams) wishes to limit the funding of greenbacks to a specific sum each month, and amendments are pending for these purposes. No doubt similar differences as to the details will occur in the Senate. My own conviction is that the notes and ten-forty bonds should be convertible, within certain limits, until both rise to the par of gold. Such, sir, are the general provisions of this bill. It seeks to substitute gradually by the voluntary action of the people, coin contracts, coin notes and convertible bank bills for currency contracts and irredeemable and unconvertible paper currency. It seeks to secure to the public creditor the prompt payment of the interest in coin, and to the people the like payment in coin of the depreciated notes held by them. If the process is too slow, it is because the danger of a more rapid progress is too great.

Mr. Morton moved to postpone the finance bill and resume the consideration of the bill relating to the Central Branch of the Union Pacific Railroad.

The motion was agreed to, and the latter bill was again before the Senate, the pending amendment being that offered by Mr. Conkling yesterday.

Mr. Conkling modified the amendment by fixing the point at which the Central Branch shall unite with the Smoky Hill route, and the amendment was then voted upon and lost.

Mr. Patterson (N. H.) offered an amendment declaring that the subsidy should not exceed $1,200,000 Lost—yeas 25, nays 27.

Mr. Morrill (Vt.) offered an amendment providing that the interest upon the bonds authorized by this bill to be issued should not exceed five per cent. in currency. Lost.

The bill was then read a third time, and rejected by the following vote:

YEAS—Messrs. Abbott, Cragin, Doolittle, Drake, Ferry, Fessenden, Fowler, Harlan, Hendricks, Howard, McDonald, Morrill (Me.), Morton, Norton, Nye, Osborn, Pomeroy, Ramsey, Rice, Ross, Sawyer, Sumner, Thayer, Van Winkle, Welch, Wilson—26.

NAYS—Messrs. Anthony, Buckalew, Cole, Conkling, Conness, Davis, Dixon, Edmunds, Frelinghuysen, Harris, Henderson, Howe, McCreery, Morgan, Morrill (Vt), Patterson (N. H.), Patterson (Tenn.), Pool, Robertson, Sherman, Stewart, Trumbull, Vickers, Wade, Warner, White, Willey, Williams—28.

Mr. Stewart moved to adjourn, but withdrew his motion, so that Mr. Conkling might move to go into executive session; but, before the latter motion could be made, Mr. Cameron renewed the motion to adjourn.

Mr. Sherman asked the Senator from Pennsylvania to withdraw his motion, in order that he might move to go into executive session.

Other motions to adjourn were made and lost, but finally, at 4:15, the Senate adjourned.

HOUSE.—The House then took up the bill in relation to suffrage, reported by Mr. Boutwell, and was addressed in opposition thereto by Mr. Eldridge, who argued that the right to control suffrage and elections was in the respective States, not in the Congress. The powers, and rights and liberties of the people did not come down from Congress, or from the Federal Government. There were some powers with which Congress had not been entrusted. Congress could not determine just how much liberty the people should enjoy. All the powers of the Federal Government came up from the States and from the people. Congress never had, and never could have, rightful authority to exercise any powers not given to it by the Constitution. The exercise of any other powers was rank usurpation. He criticised Mr. Boutwell's appeal to partisanship, and asked where had the Republican party derived its power and chart to reorganize the States that did not rebel. In his judgment the Republican members of the House could not force this measure on the country without covering the party with another dishonor, with a shameful violation of party pledges and party faith. How many States would the Republican party have carried at the last election with such a measure inscribed upon its platform? Where would have been Pennsylvania and Ohio and Indiana? Such a measure would have defeated the Republican candidates for President and Vice President with all their personal popularity. He was sorry that his distinguished colleague on the committee, Mr. Boutwell, had not been able to base his proposition on the Constitution and law, instead of appealing to the base interest of party. The subject then passed over for the day.

The House then, at ten minutes past three o'clock, went into Committee of the Whole on the State of the Union, Mr. Schenck, of Ohio, in the chair, and resumed the consideration of the Legislative Appropriation bill.

A discussion in reference to the pay of the Clerk of the Commissioner of Public Lands brought out Mr. Washburne, of Illinois, who declared that if the constituents of members could know of their extravagance, he believed they would come down and run them into the Potomac. [Laughter.] What were the figures of the expenses of the House? He would tell them: Capitol police, $65,000; clerks, $80,000; Sergeant-at-arms, $6,000; postoffice, $20 000; laborers, $16,000; folding-room, $6,000; doorkeeper, $44,000; clerks to committees, $36,000; pages, $8,000. Total, $335,000.

Mr. Washburne said there had been a howl got up last session that Andrew Johnson was to take possession of the Capitol.

Mr. Maynard rose to a question of order. It was not in order to charge members of the House with "howling."

The Chairman expressed the opinion that it was so consistent with the fact that he could not rule it out of order. [Laughter.]

Mr. Washburne—I say, Mr. Chairman, that with the "howling" that was brought up that the Capitol was going to be attacked by Andrew Johnson, we armed a little brigade of police which cost us $65,000 a year. It was $335,000 a year for which the people were taxed to run the House of Representatives. I say there is no justification for that. This was done in the face of our protestation as a party by the resolutions of the Chicago Convention; and of our protestations on the stump that we were going to stop all these preparations and become economical. I ask, gentlemen, if that is the way we are going on. I desire here to ask the reporter of the Associated Press to put these figures into print.

The appropriation was voted on, and subsequently an amendment to increase compensation of retiring clerks was agreed to.

Mr. Washburne (Ill.) moved to strike out the item of $10,000 for furniture and repairs, remarking that Mr. McPherson, the clerk, had informed him that the item was not necessary. He added that the Clerk of the House had managed the fund for repairs very economically and very honestly.

The motion was agreed to.

Mr. Phelps moved to strike out the item of $29,150 for newspapers and stationery for members, at $125 each.

Without acting on the amendment, the committee rose, and the House at five o'clock took a recess till 7½ o'clock.

Evening Session.—The House resumed its session at half past seven o'clock in Committee of the Whole (Mr. Broomall, of Pennsylvania, in the chair) for general debate.

Speeches were made by Messrs. Ingersoll, Schofield, Cullom and Niblack. Adjourned.

CITY BULLETIN.

THE CONTESTED ELECTION CASES.—Messrs. William P. Messick and R. M. Batturs, examiners to take testimony in the contested election cases, held another session yesterday afternoon.

David Dryburg recalled—I saw Eli Hoffman vote; he voted the Republican ticket; he is away at sea now; he lives at 963 Somerset street; did not see the inside of his ticket; saw the heading of the ticket, and know he always votes the Republican ticket.

Mrs. Bridget Shaughnessy testified—Live at No. 1030 Somerset street; have seen James Butler; he left in November and went to New York; before he left he worked down in the city; can't tell how often I saw him in October; have known him since June 29; Mrs. Little kept the house last October; I lived there then and live there now; it is a two-story house, with two rooms on the first story and one on the second; there are two bedrooms; Mrs. Little and her children slept in one, and I slept in the other; don't know where Butler slept; never saw him there at nights; I saw him there in day time; don't know what he came for; when he came after his clothes, he often took tea there; he had his washing done there; Mrs. Little is a widow.

Cross-examined—He was not at the house every day; he came for his washing every Saturday; if he was idle he came other days.

Mr. Mann said No. 552 on the list of voters is James Butler; he is assessed 1050 Somerset street.

Ellen Fitzpatrick testified—I live at 1509 Belgrade street; don't know James Brogan; I have lived there since about a week before the Fourth of July; since that time no James Brogan has lived there; heard that he lived there before I did.

Mr. Mann said James Brogan is 247 on list of voters, and is assessed 1503 Belgrade street.

Cross-examined—Don't think Brogan was the last who moved away before we moved in.

Washington Gandy testified—I reside 1244 Edgemont street; I formerly lived 1433 Salmon street; moved away in August, and did not vote in Fourth division, Twenty-fifth Ward, in October.

Mr. Mann said—No. 432 on list of voters is Washington Gandy, assessed 1433 Salmon street.

Witness cross-examined—Voted in Twelfth division, Eighteenth Ward.

George Rowlett, 1422 Richmond street; Ira Hollis, 1400 Richmond street; David Dryburg, 1109 Somerset street; E. M. Cornell, 1430 Richmond street; Robert Corson, 1111 Somerset street; John Malcom, 1415 Salmon street; Ebenezer Scull, 1103 Hewson street; Frederick Koening, 1414 Belgrade street; C. W. Robins, 1408 Richmond street (not on list of voters); James Hillburn; 1502 Almond street; John Fries, 1143 Somerset street; Charles Olden, 1412 Belgrade street; Lewis Kirchgessner, Reading avenue and Richmond street; William Sweeny, 1520 Salmon street; Robert W. W. Kennedy, 1451 Salmon street, and John Hagaman, 1412 Belgrade street, testified to having voted the Republican ticket in the Fourth division of the Twenty-fifth Ward at the October election.

Park McArthur, 1411 Philip street; Thos. Marple, 1421 Germantown avenue; Wm. McCready, 1441 Philip street; Chas. Jones, 1435 Germantown avenue; Chas. Marple, 1421 Germantown avenue; North Marple, 1421 Germantown avenue; Joseph Hoogland, 1436 North Second street, and Charles H. Hammer, 337 Master street testified to having voted the Republican ticket in the Sixth Division, Seventeenth Ward, at the October election. Adjourned.

ALLEGED SWINDLERS.—A final hearing was had before Alderman Kerr, yesterday, in the case of W. B. Grover and E. Migneault, charged with conspiring with Andrew J. Whiteman to obtain alcohol by false pretence from Sheridan & Co. Whiteman had been previously bound over for his appearance at Court. The testimony against the defendants was that Grover had called at the Merchants' Hotel and asked for Whiteman, and that Grover and Shay, the latter not in custody, had been seen together; also Shay and Whiteman. Washington Horter testified that he had met E. Migneault in the street a few days ago and was told by him that if Sheridan & Co. would not do anything to damage the house of Alsop & Co. they would receive the amount of their bill.

There was further testimony to show that there are two houses of Alsop & Co. in New York, one a South American house of unquestionable standing, the other of no standing at all, connected with which are men having in New York the reputation of swindlers. One of the witnesses had gone to that city to hunt up the latter firm, and found their sign at No. 53 New street, but was unable to hear anything of Alsop himself; he saw a person in the office calling himself the cashier, but no one who had any cash to pay out. An effort had been made to obtain $2,200 worth of clothing from Wanamaker & Brown in the name of Alsop & Co., of New York, but the attempt had failed, though it was stated that confederates were operating in that city to induce, by telegraphic despatches, the belief that the firm was a sound one, and good for any amount. The defendants were held in $2,000 each for their appearance at Court.

REAL ESTATE SALE.—James A. Freeman, auctioneer, sold yesterday at noon, at the Exchange, the following properties, &c.:

Share in the Mercantile Library	$7
Three-story brick store and dwelling, No. 223 Pine street; lot 15 by 80 feet	3,250
Three-story brick dwelling and dye-house 614 Pine street; lot 17½ by 100 feet	6,250
Modern three-story brick store and dwelling, southeast corner Sixteenth and Brown streets; lot 18 by 67½ feet	7,575
Lot on Agate street, with fronts on Westmoreland and Culvert streets; $75 ground rent per annum; 240 by 50 feet	400
Lot at the northeast corner Memphis and Culvert streets; $10 per annum ground rent; 32 by 50 feet	80
Lot at the northwest corner Agate and Culvert streets; subject to $64 24 per annum; 205 by 50 feet	100
Lot corner West and Norris streets, Eighteenth Ward; 17 by 73 feet	500
At private sale since last report a tract of 20 acres, Rising Sun lane, near Old York road	35,000

NEW JERSEY MATTERS.

A GOOD MAN DEAD.—The recent decease of Hon. S. K. Magonigle, late editor and proprietor of the Cape May *Ocean Wave*, is everywhere alluded to as a circumstance eliciting the profoundest regret. The deceased was a gentleman of varied abilities, and of the most estimable character. Generous and humane in his nature, his affections and sympathies were always enlisted on the side of mercy. These traits were eminently developed throughout the seven years he occupied the position of chief magistrate of Cape Island, in the adjudication of the varied cases which came before him. No one but those who occupy such positions can rightly estimate their responsibilities. Men and women of diversified characters seek redress before such a magistrate for *real* or *fancied* wrongs, and it is trying for a Mayor, with refined and acute sensibilities, so to temper *justice* with *mercy*, that harm shall neither impair the dignity of law nor the rights of those who invoke its protection. In such cases Mr. Magonigle exhibited signal ability. His quick appreciation of legal duty, and unmistakable power of analysis, always guided his decisions, and led him to a correct determination of the cases that came before him. In the discharge of his duties, on these principles he won for himself the warmest attachments of all who came in social and political contact with him. A community loses much when it loses such a man. Mr. Magonigle had been a resident of Cape Island for many years, and had grown almost with the growth of that popular sea-side resort. He had been successful in establishing his newspaper, the *Ocean Wave*, on a firm and quite prosperous basis, and was an active spirit in advancing all the essential interests and improvements of that city. But, for some time past, his health had been in a declining condition, and consumption gave unmistakeable evidence of having seized upon his system. Although feeble in bodily strength, he went to Trenton on Wednesday of last week, to witness the inauguration of Governor Randolph, and in the evening was at the residence of Hon. John P. Stockton, at which the Governor entertained his friends, where he suddenly became very ill and medical aid was required. He was then removed to his room in the American House, where the most friendly care was bestowed upon him. On Thursday night, however, he was taken worse, being seized with a violent hemorrhage of the bowels, and being alone in his room, in his paroxysms of pain semi-unconsciously bolted his door. When Mr. Beesley, present member from Cape May, his room-mate, went to the door, Mr. Magonigle was too weak to get out of his bed to open it, and an entrance was effected through a window. Dr. Wilkinson was immediately summoned, and although the deceased somewhat revived at times, in a short time afterwards he commenced bleeding profusely at the lungs, and in half an hour was a corpse. During his illness at the American House he was promptly and tenderly cared for by his many friends, among whom were Mr. and Mrs. Bartlett, proprietors of the American, Hon. Mr. Beesley, and Hon. Jesse H. Diverty, Engrossing Clerk of the Senate. The body of the deceased was taken to his home in Cape Island on Friday afternoon, accompanied by Hons. Messrs. Beesley, Rice, Diverty and Mr. and Mrs. Bartlett, where he was interred on Sunday. The deceased was a gentleman of pleasing and affable manners, a well-known Democrat, but of moderate political views, was a member of the Legislature last winter, and was esteemed by his colleagues for his honorable traits of character, and by the members of the press throughout the State for his social qualities, business enterprise and energy. He leaves a wife and three children and a multitude of friends to regret their loss, for it may with propriety be said of him as a man: *Nihil quod tetigit non ornavit.*

BURGLARY AT WOODBURY.—This morning at 3 o'clock the hotel of Samuel Willis, at Woodbury, was entered from the portico, second-story front. The thief got into the sleeping apartment of Miss Emma Willis and friend, Mrs. Reeder. Mrs. Reeder discovered him at the bureau, and frightened him off. He took a watch and chain, valued at $150, belonging to Miss Willis, and left behind valuable jewelry, diamond ring, and another watch and chain in a drawer. The burglar escaped by running down to the front door, and was out of sight before an alarm could be given.

BUILDING.—The recent pleasant and beautiful weather has given a fresh impetus to the progress of improvement. Various new buildings are being pushed forward with vigor, and the work on the streets is also advancing with commendable rapidity. Haddon avenue, from Federal street to Newton avenue, is to be paved with cobble stones, proposals having been invited for doing the work, the time expiring on the 1st of February.

ESCAPE FROM JAIL.—Some time last night a prisoner in the Camden county jail, who had just been convicted of the charge of burglary and arson, named John Seiver, made his escape from the cell, and nothing of his whereabouts has been ascertained. He is an old offender. No indications as to how he got out are discernible, and his escape is involved in mystery.

SALES FOR TAXES.—The City Solicitor has been instructed to give due notice and sell for taxes another large number of valuable lots for taxes. Persons owning lots against which the taxes remain unpaid, and desiring to keep them, should attend to paying the same before it is too late.

IMPORTATIONS.

Reported for the Philadelphia Evening Bulletin.

GEORGETOWN, SC.—Schr E D Finney, Tuttle—100,000 feet timber 6050 feet flooring boards 7000 feet scantling 26,000 cypress shingles 71 pairs headings Lathbury, Wickersham & Co.

MOVEMENTS OF OCEAN STEAMERS.

TO ARRIVE.

SHIPS	FROM	FOR	DATE
Atalanta	London	New York	Jan. 9
Palmyra	Liverpool	New York via B	Jan. 12
Manhattan	Liverpool	New York	Jan. 13
City of London	Liverpool	New York	Jan. 13
Nestorian	Liverpool	Portland	Jan. 14
Holsatia	Southampton	New York	Jan. 15
Australasian	Liverpool	New York	Jan. 16
City of Cork	Liverpool	N York via Halifax	Jan. 16
Main	Southampton	New York	Jan. 16
Nevada	Liverpool	New York	Jan. 19
Tarifa	Liverpool	Boston & N York	Jan. 19
City of Baltimore	Liverpool	New York	Jan. 20

TO DEPART.

Tripoli	New York	Liverpool	Jan. 28
Eagle	New York	Havana	Jan. 28
New York	New York	Bremen	Jan. 28
Granada	New York	Vera Cruz, &c	Jan. 30
City of London	New York	Liverpool	Jan. 30
Britannia	New York	Glasgow	Jan. 30
Geo Washington	New York	New Orleans	Jan. 30
France	New York	Liverpool	Jan. 30
Peruvian	Portland	Liverpool	Jan. 30
Arizona	New York	Aspinwall	Feb. 1
Holsatia	New York	Hamburg	Feb. 2
Australasian	New York	Liverpool	Feb. 3
Manhattan	New York	Liverpool	Feb. 3
Palmyra	New York	Liverpool	Feb. 4
Morro Castle	New York	Havana	Feb. 4
Deutschland	New York	Bremen	Feb. 4

BOARD OF TRADE.

JAMES DOUGHERTY, CHAS. WHEELER, W. C. KENT, } MONTHLY COMMITTEE.

MARINE BULLETIN.

PORT OF PHILADELPHIA—JANUARY 28.

SUN RISES, 7 4 | SUN SETS, 4 56 | HIGH WATER, 2 46

ARRIVED YESTERDAY.

Ship Helois (Prus), Sanders, 3 days from New York, in ballast to Merchant & Co. Towed up by tug Bruce.

Schr Othello, Eldridge, 2 days from New York, with grain, &c. to Workman & Co.

Schr H E Russell, Mehaffey, 3 days from New York, mdse to captain.

Schr E D Finney, Tuttle, 8 days from Georgetown, SC. lumber to Lathbury, Wickersham & Co.

Schr John Stroup, Crawford, 3 days from New York, with old iron, &c. to captain.

CLEARED YESTERDAY.

Steamer F Franklin, Pierson, Baltimore, A Groves, Jr. Schr Cettagawa, Bryant, Jersey City, E A Souder & Co.

MEMORANDA.

Ship Wyoming, Julius, Jr. hence at Liverpool yesterday.

Ship Louis Walsh, Pendleton, from Callao, was disch'g at Canary Islands 30th ult.

Ship Alaska, small, hence via Mobile and New Orleans, with a cargo of cotton, took fire in the harbor of Havre, yesterday, and would probably be a total loss. The A was built in Maine, in 1866, and owned by Thayer & Lincoln, of Boston.

Ship Peruvian, Thompson, cleared at New York 26th inst. for Yokohama.

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

Steamer Pioneer, Catharine, sailed from Wilmington, yesterday for this port.

Steamer Morro Castle, Adams, from Havana, at N York yesterday.

Steamer Golden Horn, Blacklin, from Liverpool via Queenstown 30th ult. at Charleston yesterday.

Steamer Jeannette, Matthews, from New Orleans for Boston, was at anchor in the Sound 26th inst. all well.

Steamer Norfolk, Platt, hence at Richmond 26th inst.

Steamer J W Everman, Vance, hence at Norfolk 25th inst. and sailed for Richmond.

Steamer Cuba, Dukehart, from New Orleans and Havana via Key West, at Baltimore 26th inst.

Steamer Gulf Stream, Spencer, at Galveston 18th inst. from New York.

Steamer Columbia, Van Sice, at Havana 26th inst. from New York.

Steamer Pioneer, Shackford, from Galveston for Liverpool, put into Cow Bay 15th inst. for coal, and sailed next day.

Steamer Charles Chamberlain, Baker, from New York 19th inst. for New Orleans, put into Savannah yesterday for coal—so supposed, telegraphed the steamer Charles Chalmers, from New Orleans for New York.

Bark Amie, Morrison, hence at Shanghae 12th ult. via Algoa Bay.

Bark Galveston, Brainard, at Shanghae 8th ult. from New York.

Bark Iddo Kimball, Delano, cleared at Pensacola 20th inst. for Montevideo.

Brig J & H Crowley, Crowley, cleared at Fernandina 19th inst. for Port Spain.

Brig Nicola Maria (Hol), Finke, cleared at Baltimore 26th inst. for Buenos Ayres.

Brig Hall Columbia, Brereton, cleared at Boston 26th inst. for Buenos Ayres.

Schr Mary Milnes, Crowell, cleared at Boston 26th inst. for Portland.

Schr Annie Freeman, Reek, for Wilmington, Del. cleared at New York yesterday.

Schr Sarah Bruen, Fisher, hence at Wilmington, NC. 25th inst.

Schr Fanny Kirkbridge, hence 11th Dec. with a cargo of coal, for Richmond, has not as yet arrived. She was last heard from at Back Creek, at the head of Chesapeake Bay, when the ice was breaking up.

MARINE MISCELLANY.

Brig Caroline E Kelly, from Matanzas 19th Nov. for Delaware Breakwater, at St Johns, PR. 8th inst. reports in 14 days from Matanzas was in 36 fathoms water, Cape Henlopen bearing NW by N, distant 60 miles. From that time words are inadequate to give an idea of the severity of the weather; it was terrible. Crossed and recrossed the Gulf Stream three times; hung to the coast till not a single sail was left; running rigging all gone; standing rigging stranded and badly chafed; foretopgallantmast gone; foretopmast sprung; main boom gone in the jaws; bulkhead and forward house started; also after house; in fact the vessel was a complete wreck; men all gave up, and said they could do no more, all being badly frozen. The cabin was partially filled with water; between decks the same; the forward house had so much in it that it washed the sailors' berths down, and for five days it was impossible to live in the cabin; tried first to get into Bermuda, but it was impossible on account of the weather; then tried St Thomas, but could not get in, and finally was obliged to head her for St Johns, barely succeeding in reaching port. During the first of the bad weather the vessel did not leak much, but toward the last she leaked badly; she is now making four inches per hour. The cargo is in a wretched condition. Vessel will be condemned and sold.

AMUSEMENTS.

CONCERT HALL.

WEDNESDAY EVENING, FEBRUARY 24, 1869.

GRAND VOCAL CONCERT,

MRS. JOSEPHINE SCHIMPF,

ASSISTED BY

MRS. HENRIETTA BEHRENS, Soprano. MR. JACOB GRAF, Tenor. MR. WILLIAM HARTMAN, Basso. MR. WILLIAM STOLL, JR., Violinist, and MR. THOMAS A. BECKET, JR., Accompanist.

Tickets $1. To be had at Trumpler's, 926 Chestnut st.; J. E. Gould's, 923 Chestnut, and at Boner's, 1102 Chestnut. ja28-6t

MOZART'S TWELFTH MASS.

By the HANDEL AND HAYDN SOCIETY.

At the ACADEMY OF MUSIC,

THURSDAY EVENING, FEBRUARY 4th, 1869.

Reserved Seats, $1 50, at Trumpler's, 926 Chestnut street, and Boner's, 1102 Chestnut street. ja26-th-s-tfe4§

MISS SUSAN GALTON'S CHESTNUT STREET THEATRE.

MISS SUSAN GALTON'S COMIC OPERA COMPANY. With augmented Orchestra and Chorus, will appear in OFFENBACH'S "66!" "66!!" "66!!!" "66!" MONDAY and TUESDAY EVENINGS, Feb. 1 and 2. THURSDAY, LA SONAMBULA. Seats can now be secured. ja28-4t

WALNUT STREET THEATRE. Begins at 7¼ o'clock.

THIS (THURSDAY) EVENING, Jan. 28. HOUSES CROWDED TO THE DOME. THIRD WEEK OF Dion Boucicault's Great Sensational Drama of AFTER DARK; OR, LONDON BY NIGHT. Received on each representation WITH ENTHUSIASTIC APPLAUSE. J. E. McDONOUGH as .... OLD TOM To commence with the musical farce of THE SWISS COTTAGE. In order to accommodate those who reside in adjacent cities and towns, there will be a daylight performance SATURDAY AFTERNOON, at 2 O'CLOCK.

THEATRE COMIQUE, SEVENTH STREET, below Arch. Commence at 7.45 J. C. GREGORY .... Sole Lessee and Manager LAST THREE NIGHTS OF MISS SUSAN GALTON. First time in America of Offenbach's CHING-CHOW-HI. Miss Susan Galton in two characters. FRIDAY, FAREWELL BENEFIT, SUSAN GALTON. SATURDAY—FAREWELL MATINEE.

MRS. JOHN DREW'S ARCH STREET THEATRE Begins at 7¼

SHAKESPERIAN REVIVAL. FOR SIX NIGHTS ONLY. MONDAY, AND DURING THE WEEK, Shakspeare's Exquisite Comedy, called "TWELFTH NIGHT," OR WHAT YOU WILL. WITH NEW SCENERY AND COSTUMES. Shakesperian Music and Fine Cast. MRS. JOHN DREW .... VIOLA Aided by the Full Company.

MONDAY—February 1st, 1869 the new Comedy, "DAME CATS." SEATS SECURED SIX DAYS IN ADVANCE.

MUSICAL FUND HALL. CARL SENTZ AND MARK HASSLER'S GRAND ORCHESTRA MATINEES, EVERY SATURDAY, AT 3½ P. M. Package of four Tickets, $1. Single Admission, 50 Cents. For sale at 1102 Chestnut street

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. je30-tf

GERMANIA ORCHESTRA. PUBLIC REHEARSALS at the Horticultural Hall, every Wednesday, at 3½ P. M.

HORTICULTURAL HALL. Tickets sold at the door and all principal music stores. Packages of five, $1; single, 25 cents. 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§

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

SKATING RINKS.

CHESTNUT ST. RINK ASSOCIATION.

2,000 SHARES - - - $100 EACH.

PRESIDENT—HON. JOSEPH T. THOMAS. TREASURER—B. HAMMETT. DIRECTORS.

WM. G. MOORHEAD, MATTHEW BAIRD, R. D. BARCLAY, HON. J. T. THOMAS, JOHN FALLON, B. HAMMETT, HON. J. H. CAMPBELL, LUTHER DOCK, H. E. BROWNE.

A Limited Amount of Stock For Sale.

The Company who own the

SPLENDID NEW SKATING RINK,

Corner of Chestnut and Twenty-third Sts.,

have instructed us to offer a limited amount of the stock for sale in shares of One Hundred Dollars each. A large amount of money has been expended in the erection of the building, which is 220 by 110 feet. The main hall is 56 feet high.

Each share of stock will be entitled to an advance dividend, payable yearly, of twenty per cent. ($20) in tickets, subject to provisions of the By-Laws of the Company. Such dividends may be used in single, season, or coupon tickets, which are transferable.

Regarding the success of the project there can be no doubt, as the building is intended for a public hall, to be used for concerts, public balls, festivals, conventions, agricultural exhibitions, etc.

Further particulars can be obtained at our office.

DE HAVEN & BROTHER, No. 40 S. Third Street, Phila. ja18 tf§

SPECIAL NOTICES.

DU CHAILLU.

LION AND GORILLA HUNTING;

or,

TWO YEARS IN EQUATORIAL AFRICA.

M. PAUL B. DU CHAILLU will give ONE LECTURE on the above Subject, profusely illustrated with paintings, &c., and describing his unique and thrilling adventures in Africa, at CONCERT HALL, CHESTNUT STREET, ABOVE TWELFTH STREET, MONDAY EVENING, February 1st, 1869.

Tickets of Admission, 50 cents; Reserved Seats, 75 cents. The Sale of Tickets for Reserved Seats will take place at TRUMPLER'S, 926 Chestnut street, on Wednesday, Thursday and Friday of this week, where also Tickets without Coupons may be had, and at the Hall the evening of the Lecture. ja26-7t

OFFICE PENNSYLVANIA RAILROAD CO., PHILADELPHIA, Jan. 27 1869. NOTICE TO STOCKHOLDERS.—The Annual Meeting of the Stockholders of this Company will be held on TUESDAY, the 16th day of February, 1869, at 10 o'clock A. M., at Concert Hall, No. 1219 Chestnut street, Philadelphia.

The Annual Election for Directors will be held on MONDAY, the 1st day of March, 1869, at the Office of the Company, No. 238 south THIRD street. EDMUND SMITH, Secretary. ja27-t fe16§

WEST CHESTER AND PHILADELPHIA Railroad Company.—The next Annual Meeting of the Stockholders of this Company will be held at the Hall of the Delaware County Institute of Science, in the Borough of Media, on MONDAY, the 8th day of February, 1869, at 11 o'clock A. M., at which time and place an election will be held for officers to serve the ensuing year. By order of the Board. Philadelphia, Jan. 20. A. LEWIS SMITH, Secretary. ja21-th s tu t fe6§

OFFICE HUNTINGDON AND BROAD TOP MOUNTAIN RAILROAD COMPANY, 417 WALNUT STREET. PHILADELPHIA, Jan. 16th, 1869. The annual meeting of the Stockholders of the Huntingdon and Broad Top Mountain Railroad and Coal Company will be held at the Office of the Company, No. 417 WALNUT street, Philadelphia, on TUESDAY, February 2d, at 11 o'clock A. M., when an election will be held for a President and twelve Directors to serve for the ensuing year. J. P. AERTSEN, Secretary. ja16 s tu th tfe2§

OFFICE OF THE SCHUYLKILL NAVIGATION COMPANY, NO. 417 WALNUT STREET. PHILADELPHIA, January 12, 1869. Notice is hereby given that the Annual Meeting of the Stockholders and Loanholders of this Company, and the election of Officers for the ensuing year, will be held at the office on TUESDAY, the ninth day of February, 1869, at 11 o'clock A. M. W. M. TILGHMAN, Secretary. ja12-tu th s fe9§

PITTSBURGH, CINCINNATI AND ST. LOUIS RAILROAD COMPANY. STEUBENVILLE, O., Jan. 19, 1869. NOTICE is hereby given to the Stockholders of the Pittsburgh, Cincinnati and St. Louis Railway Company to meet at its office in Steubenville, O., on MONDAY, February 1st, 1869, between the hours of 1 and 4 o'clock P. M., for the purpose of electing THIRTEEN DIRECTORS to serve for the ensuing Year; and for the transaction of such other business as may be brought before them. J. G. MORRIS, Secretary. ja21-tfe1

OFFICE OF THE FREEDOM IRON AND STEEL COMPANY, NO. 230 SOUTH THIRD STREET. PHILADELPHIA, January 20, 1869. The Annual Meeting of the Stockholders of the Freedom Iron and Steel Company will be held at the office of the Company, No. 230 South Third street, Philadelphia, on THURSDAY, February 4th, 1869, at 12 o'clock M., when an election will be held for Directors to serve for the ensuing year. The Transfer Books will be closed for ten days previous to the day of holding said election. CHAS. WESTON, Jr., Secretary. ja21t fe4§

NOTICE TO THE HOLDERS OF THE 7 PER CENT PHILADELPHIA AND ERIE BONDS, DATED JULY 1st, 1865. PHILADELPHIA, Jan. 13, 1869. The Philadelphia and Erie Railroad Company are now prepared to exchange, or purchase from the holders thereof, the Bonds of said Company dated 1st day of July, 1865, issued under authority of the Act of Assembly approved March 9th, 1865, and will exercise the option of having the mortgage securing the same satisfied in pursuance of the agreement and conditions endorsed on said bonds. GEO. P. LITTLE, Treasurer, 230 Walnut street. ja18 26t§

COMMONWEALTH NATIONAL BANK. PHILADELPHIA, January 15, 1869. At an election held on the 12th inst., the following gentlemen were elected Directors of this Bank: Chas. F. Norton, E. P. Mitchell, H. N. Burroughs, W. A. Rolin, Paul F. Keller, Jno. Wanamaker, C. H. Dubring, Theo. Wilson, H. W. Gray, Samuel K. Ashton, Wm. F. Harsell, Robert B. Sterling. And at a meeting of the Board, held this day, Charles F. NORTON, Esq., was unanimously re-elected President. H. C. YOUNG, Cashier. ja15

OFFICE OF THE TREMONT COAL COMPANY NO. 23 PHILADELPHIA EXCHANGE. PHILADELPHIA, January 16th, 1869. NOTICE. The Annual Meeting of the stockholders of the Tremont Coal Company will be held at No. 23 Philadelphia Exchange, in the City of Philadelphia, on TUESDAY, the second day of February, at 12 o'clock, M., at which time and place the Annual Election for President and Directors to serve the ensuing year will be held. H. C. COLKET, Secretary. ja19 12t§

THE BIG MOUNTAIN IMPROVEMENT COMPANY. PHILADELPHIA, January 16th, 1869. The annual meeting of the Stockholders of the "Big Mountain Improvement Company" will be held at their office, No 230 Walnut street, on MONDAY, the first day of February next, at 4 o'clock P. M., when an election will be held for five Directors to serve for the ensuing year. The Transfer Books will be closed from Monday, 25th inst., to Monday, 1st prox., both days inclusive. W. P. JENKS, President. ja18 12t§

OFFICE OF THE LOCUST MOUNTAIN COAL AND IRON COMPANY. PHILADELPHIA, January 2, 1869. The annual meeting of the Stockholders of the Locust Mountain Coal and Iron Company will be held at the office of the Company, No. 230 S. Third street, on MONDAY, the first day of February next, at 12 o'clock, M., when an election will be held for Directors. EDWARD SWAIN, Secretary. ja2-120§

INSURANCE COMPANY OF THE STATE OF PENNSYLVANIA. JANUARY 23, 1869. The annual meeting of the Stockholders will be held at the Company's Office, Nos. 4 and 5 Exchange Buildings, on MONDAY, February 1, 1869, at 12 o'clock, noon. WILLIAM HARPER, Secretary. ja23-6t§

THE ANNUAL MEETING OF THE SOCIETY of the Union Temporary Home for Children will be held at the Home, N. E. corner Sixteenth and Poplar streets, on THURSDAY, 28th inst., at 3¼ o'clock P. M. D. C. McCAMMON, Secretary. PHILADELPHIA, Jan. 26, 1869. ja26 3t*

THE ANNUAL MEETING OF THE HAYS FARM OIL COMPANY will be held at the Wetherill House, Sansom, above Sixth, on TUESDAY, February 9, at 3 o'clock, P. M. ja25 15t* J. B. WADE, Sec'y.

DIVIDEND NOTICES.

OFFICE OF THE MORRIS CANAL AND BANKING COMPANY, JERSEY CITY, Jan. 19, 1869. Notice is hereby given that the Board of Directors have this day declared a Dividend of TEN PER CENT. on the amount of the Preferred stock, payable in scrip, redeemable in twenty years from the first day of February next, bearing interest at the rate of seven per cent. per annum, payable semi-annually, upon the first Tuesday of August and the first Tuesday of February then following. Certificates of this Scrip will be delivered to the holders of the Preferred Stock on the first TUESDAY (the 2d) in February next, at the Office of the Company, in Jersey City, and of C. A. WALBORN & Co., in Philadelphia, to such Stockholders resident in and near that city. The Transfer Books will be closed from this day until the second day of February next. JOHN RODGERS, Secretary. ja20tfe2,5

OFFICE OF THE NORTH PENNSYLVANIA RAILROAD COMPANY, PHILADELPHIA, NO. 407 WALNUT STREET. JANUARY 6, 1869. DIVIDEND NOTICE. The Transfer Books of this Company will be closed on SATURDAY, the 9th inst., at 3 o'clock P. M., and will be reopened on SATURDAY, the 16th inst. A Dividend has this day been declared of Five (5) Per Cent., clear of taxes, payable in scrip bearing no interest, and convertible into Seven Per Cent. Mortgage Bonds of the Company, in sums of not less than Five Hundred Dollars. The said Dividend will be credited to the Stockholders as they stand registered on the books of the Company on SATURDAY, the 9th inst. [Signed] WM. WISTER, Treasurer. ja7 1m§

THE DELAWARE AND RARITAN CANAL COMPANY, AND THE CAMDEN AND AMBOY RAILROAD AND TRANSPORTATION COMPANY. On and after February 1, 1869, the Stockholders of the above companies of January 15, 1869, are entitled to a dividend of FIVE (5) PER CENT., payable at 111 Liberty street, New York, or 206 South Delaware avenue, Philadelphia. RICHARD STOCKTON, Treasurer. ja22 9t§

PHILADELPHIA AND READING RAILROAD COMPANY, Office, 227 S. FOURTH street. PHILADELPHIA, Dec. 30, 1868. DIVIDEND NOTICE. The transfer books of this Company will be closed on the 4th of January next and be reopened on Tuesday January 12th. A Dividend of Five per cent. has been declared on the Preferred and Common Stock, clear of National and State Taxes, payable in Common Stock on and after January 25th, 1869, to the holders thereof as they shall stand registered on the Books of the Company on the 4th of January next. All payable at this office. All orders for Dividends must be witnessed and stamped. S. BRADFORD, Treasurer. de30 1m§

NOTICE.—WEST JERSEY RAILROAD COMPANY, OFFICE OF THE TREASURER, CAMDEN, N. J., January 16th, 1869. The Board of Directors have this day declared a Semi-Annual Dividend of FIVE PER CENT. clear of National Tax, payable to the stockholders of this date, on and after WEDNESDAY, the 3d day of February, 1869, at the Treasurer's Office in Camden. The stock transfer books will be closed from this date until the 4th day of February, 1869. GEORGE J. ROBBINS, Treasurer W. J. R. R. Co. ja19-t fe3§

DIVIDEND NOTICE. PHILADELPHIA AND TRENTON RAILROAD COMPANY, Office, 224 South DELAWARE avenue. PHILADELPHIA, Jan. 20th, 1869. The Directors have this day declared a semi annual dividend of Five (5) Per Cent. upon the Capital Stock of the Company, clear of taxes, from the profits of the six months ending December 31st, 1868; payable on and after February 1st proximo, to the holders thereof as they stand registered on the Books of the Company on the 15th inst. ja20 11t§ J. PARKER NORRIS, Treasurer.

DRY GOODS.

THE BEST MAKES OF BLACK AND COLORED SILKS. Fancy Silks. Fashionable Dress Goods. Lyons Silk Velvets. Best Velvet Cloths. Fine Astrachan Cloths. Desirable Cloakings. Broche and Blanket Shawls. Silk Plushes and Velveteens. Fine Blankets, &c. Fancy Dress Goods closing out cheap. EDWIN HALL & CO., 28 South Second street.

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., N. W. cor. Tenth and Market streets. de7 6m§

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

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

COPARTNERSHIPS

PHILADELPHIA, JANUARY 15TH, 1869. No. 704 CHESTNUT STREET. The firm lately doing business at No. 700 Chestnut street, under the name of HOWELL & BROTHERS, is this day dissolved. The business of the late firm will be closed up by the present manufacturing firm of HOWELL & BROTHERS (composed of GEORGE, ZOPHAR C., WILLIAM, DARIUS C. HOWELL and WILLIAM WILSON), who are authorized to settle all accounts of the late firm. GEORGE HOWELL, ZOPHAR C. HOWELL, WILLIAM HOWELL, DARIUS C. HOWELL, WILLIAM WILSON, FRANCIS T. HOWELL, HORTON H. COOKE.

PHILADELPHIA, JANUARY 15th, 1869. The undersigned will still continue their business as Manufacturers and Wholesale Dealers in PAPER HANGINGS, &c., under the name of HOWELL & BROTHERS, and are to be found at present at No. 704 CHESTNUT street. All unfinished business of the late firm will be closed up, and all orders filled by the present firm. GEORGE HOWELL, ZOPHAR C. HOWELL, WILLIAM HOWELL, DARIUS C. HOWELL, WILLIAM WILSON. ja23-6t§

GREEN GINGER.—LANDING AND FOR SALE BY J. B. BUSSIER & CO., 108 South Delaware avenue

EUROPEAN AFFAIRS.

(By the Atlantic Cable.)

RUSSIA.

LONDON, Jan. 27.—The ladies of St. Petersburg having decided to advocate the right of women to a superior education, have applied to the celebrated champion of women's rights, John Stuart Mill. In his reply the English philosopher says that he has learned with pleasure that there were in Russia enlightened and courageous women asking for their sex the right to participate in the superior branches of learning, hitherto special to men, such as history, philosophy, mechanism, science, etc. The opinion of Stuart Mill is that the equal sense of the two sexes to intellectual culture is not only a question of first importance for women, but indispensable to the civilization of the world. He is profoundly convinced that men's intellectual and moral progress would come to a standstill, if not take a backward course, were women to be left behind in the study of the superior branches of learning. This opinion rests on the fact that nothing can replace the education given to children by the mother, nor the influence of the wife on her husband's ideas and character.

FRANCE.

PARIS, Jan. 27.—It is announced this morning that M. Brennier De Monmoran, Consul of France at Shanghai, China, has been appointed Consul-General of France at New York, in the place of M. Gauldrie Boileau, now Ambassador at Santiago.

PARIS, Jan. 27.—The French Government has established a School of Torpedoes and Submarine Batteries at Bayardville, Rochefort.

The sun machine proposed and tried by Ericsson, of New York, and Professor Donati, of Florence, and afterward abandoned, has just been rectified, and submitted to several important changes and improvements by a professor of French Philosophy, Mr. Mouchot. Mr. Mouchot keeps the caloric of the sun in store by means of a powerful reflector, which throws the heat under a glass recipient, and from that glass into a brass vase. If you place a boiler over the apparatus, the heat will produce a quantity of steam sufficient to work a small engine. By this process Mr. Mouchot says he has succeeded in running a small steam engine, in distilling brandy, in baking bread and meat, etc. He believes the discovery could be of great utility in hot climates, where large solar recipients and reflectors could be used.

NICE, Jan. 27.—The city of Nice, in the south of France, has become the rendezvous of all the illustrious men of Europe and of the elite of the fashion. The Casino, an immense building, larger than the conversation room of Baden, gave yesterday a magnificent festival, equal to anything of the kind ever given in Paris. Among the guests were the Prince and the Princess of Prussia, the Duke of Parma, Prince Sidroy Busten Bey, Minister of Turkey at Florence. Prince Camisini, Countess Collirede, Gen. Williams, Gen. Dupey, etc. The Prince and the Princess of Prussia have let here a magnificent hotel, where they give soirees twice a week.

PARIS, Jan. 27.—A large and enthusiastic French meeting was held yesterday evening in the Salle Valentino. Over two thousand persons were in attendance. The meeting, presided over by Edward Laboulaye was addressed by Jules Favre. The subject was, "The Great Poets of France." But this literary subject was a mere screen behind which the liberal policies of the French Democrats found a way to express themselves. All the morning papers speak praisingly of the meeting, which was a decided success. Another meeting, addressed by the leaders of the Democratic party, is to take place next week.

AUSTRIA.

VIENNA, Jan. 27.—The new *Free Press* of Vienna says that in our days a gun cannot be fired in Europe without all the powers interfering to prevent a conflict. Conferences, however, do not settle difficulties; they simply find a way to postpone them. The present conference would not have met, had not a conflict in the East been premature, and had not the European Cabinet agreed to meet in Paris. In thus doing, the Great Powers have taken into consideration the repugnance of the people for an arbitration by the sword, and the confidence they have in the efforts made by the Emperor of the French in preserving the peace of Europe.

VIENNA, Jan. 27.—The *New Press* says that negotiations are going on between the Turkish Ambassador, David Pasha, and certain Austrian capitalists, for the construction of railroads in Turkey. The funds necessary for that enterprise will amount to about 180,000. An international commission is to be appointed for the contraction and supervision of the work. The seat of the company will be established at Vienna.

VIENNA, Jan. 27.—The *Friend of the People*, an ultramontane journal, has been seized for having published a letter of the Pope, condemning the new institutions of Austria. The Courts have ratified the action of the authority in this matter.

ENGLAND.

LONDON, Jan. 27.—Yesterday evening the English reformer Bradlaugh delivered a lecture at Covent Garden Hall in presence of an immense concourse of people, mostly workingmen. In the course of his remarks on the Church of England, he said that the cry of no Popery, formerly uttered by her, had been suspended by the cry of no Ritualism, but that Ritualism, would like Catholicism, derive an immense benefit from the attacks of official Protestantism. He was glad to announce to his hearers the probable dissolution of the Church of England, and the gradual disappearance of all Churches not founded upon the energetic and persistent advocacy of liberal principle.

[Correspondence of the Associated Press.]

LONDON, Jan. 27.—Ernest Jones, the well-known Radical politician, died yesterday. He had just been informally chosen by his party over Malvern Gibson, Liberal candidate, to succeed Mr. Birly, present member of Parliament from Manchester, in case the latter should be unseated on the charge of bribery.

The directors of the Bank of Overend, Gurney & Co., limited, have been held for trial in bonds of £20,000 each.

LONDON, Jan. 27.—Official despatches have been received by the War Office from New Zealand. They announce that a battle had taken place between the British and the Maori rebels at Poverty Bay, and that the latter were defeated with great loss in killed, wounded and prisoners. The victory has restored tranquillity in that quarter of the colony.

LONDON, Jan. 27.—The Greek Government will probably give in its adhesion to the conclusions of the Conference of Paris; but it is feared that its signature will be accompanied by reservations, which can only tend to protract the difficulty with Turkey.

LONDON, Jan. 27.—The Levant *Times* publishes a rumor that Senator Nye will succeed E. Joy Morris as the American Minister at Constantinople in March next.

DUBLIN, Jan. 27.—A meeting of influential citizens was held here last night, at which resolutions were adopted urging the Government to pardon the Fenian convicts.

PARIS, Jan. 27.—Gen. Dix, the Minister of the United States, at a public banquet this evening, made a speech, in which he declared that the cause of the Greeks was identical with the cause of liberty throughout the world, and he assured the people of Greece that they had the sympathy of America.

MADRID, Jan. 27.—The government has laid claim to all libraries, archives, and works of art possessed by churches, as property of the State.

It was while carrying out the orders of the Government that the Governor of Burgos was assassinated. This event causes intense excitement.

Violent demonstrations have been made by the people in this city against the Papal nuncio, and the Government has withdrawn its official recognition of his diplomatic powers.

The Dean and Chapter of the Cathedral of Burgos have been arrested and imprisoned.

The Mint of the United States.

The reply of the Secretary of the Treasury to the resolution of the House, offered by Mr. Washburne, of Illinois, relative to the receipts and expenditures of the Mint of the United States and branches, and the cost and probable business of the Branch Mint at Carson City, Nevada, was received yesterday. The receipts of the Mint at Philadelphia for the last three fiscal years from the coinage of gold and silver were $218,067 in gold, and the expenses $637,830 in currency; the average annual expense over the income for the past three years having been $139,921. During the same period the amount of minor coinage manufactured and issued was $4,239,495; expense of manufacture, $1,842,632; the income over expenses, estimating these coins at their nominal value, being $2,897,462, of which $2,875,000 has been paid into the Treasury, the annual average income from this source being $965,820. The receipts of the United States Assay Office for three years were $188,740, and the expenses $400,301, the average annual expense over the income being $93,855. The receipts of the branch mint at San Francisco for three years, were in gold, $766,577, and the expenses in gold, $638,829, the average annual expense over the income being $63,888. The expenditures of the branch mint at Denver, since the date of its establishment in 1862, were $285,611, and the total receipts only $9,513. A bill to transform this institution into an assay office was transmitted to Congress in February, 1867, and a similar bill has again been sent in during the present session, to which the attention of Congress is called. The expenses of the branch mint at Charlotte, North Carolina, opened as an assay office in 1867, has been $8,321, and the receipts only $24 35. The Secretary recommends that the branch mints in North Carolina and Georgia and at New Orleans be disposed of to the best advantage. The total cost of the branch mint at Carson City, Nevada, including machinery and fixtures, was $276,187, of which amount $250,000 has already been appropriated by Congress. It is not thought that a branch mint, complete in its appointments, can be erected on the Pacific coast, at an expense much less than the cost of this establishment. The production of bullion in Nevada is chiefly silver. Silver is only coined for purposes of change, and all silver being exported in bars, the coinage in Nevada must therefore consist chiefly of the gold bullion produced in that State, which is estimated at $1,000,000. In 1864 an act was past establishing a branch mint at Dallas City, Oregon, and $100,000 appropriated for that purpose. The plans have been prepared, and work is soon to be commenced, and it is possible the building and fixtures will cost as much as the branch mint in Nevada. In conclusion, the Secretary expresses the hope so frequently made previously that no more branch mints will be authorized by Congress. Two mints are located in the Atlantic and one in the Pacific States, which are sufficient to supply the coinage for the whole country. All other similar establishments require not only the erection of expensive buildings, but large annual appropriations for their maintenance, without returning corresponding benefits to the Government.

WANTS.

AGENTS WANTED FOR ZELL'S POPULAR ENCYCLOPEDIA.

FOUR NUMBERS READY. PRICE 10 CENTS EACH. The Philadelphia *Bulletin* says it is one of the NOBLEST LITERARY UNDERTAKINGS ever ventured upon in this country. The *Telegraph* says it is the CHEAPEST and most COMPLETE ENCYCLOPEDIA in the world. The *Press* says it is WELL WRITTEN, WELL EDITED, WELL PRINTED AND NEATLY ILLUSTRATED. T. ELLWOOD ZELL, Publisher, Philadelphia. ja14 th s w 12t

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 NORMAN, from Phila., Saturday, Jan. 30, at 6 A. M. The ROMAN, from Boston, on Thursday, Jan. 28, at 3 P. M. These Steamships sail punctually, and Freight will be received every day, a Steamer being always on the berth. Freight for points beyond Boston sent with despatch. Freight taken for all points in New England and forwarded as directed. Insurance ½ per cent. at the office. For Freight or Passage (superior accommodations) apply to HENRY WINSOR & CO., 338 South Delaware avenue. my31

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

PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COMPANY'S REGULAR LINES. FROM QUEEN STREET WHARF. The ——— will sail for NEW ORLEANS, via HAVANA, on Feb. —, at 8 o'clock A. M. The JUNIATA will sail from NEW ORLEANS, via HAVANA, Feb. —. The TONAWANDA will sail for SAVANNAH on Saturday, January 30, at 8 o'clock A. M. The WYOMING will sail from SAVANNAH on Saturday, January 30. The PIONEER will sail for WILMINGTON, N. C., on Wednesday, February 3, at 6 A. M. Bills of Lading signed at Queen Street Wharf. For freight or passage, apply to WILLIAM L. JAMES, General Agent, 130 South Third street.

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, February 17, 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.

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

NOTICE.—FOR NEW YORK, Via Delaware and Raritan Canal. EXPRESS STEAMBOAT COMPANY. The Steam Propellers of the Line leave Daily from first wharf below Market street. THROUGH IN 24 HOURS. Goods forwarded by all the lines going out of New York—North, East and West—free of Commission. Freight received at our usual low rates. WM. P. CLYDE, 14 South Wharves, Philadelphia. JAS. HAND, Agent, 119 Wall street, cor. of South, New York.

NOTICE.—FOR NEW YORK, VIA DELAWARE AND RARITAN CANAL SWIFTSURE TRANSPORTATION COMPANY. DESPATCH AND SWIFTSURE LINES. The business of 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., No. 132 South Wharves.

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

NOTICE—FOR NEW YORK, VIA Delaware and Raritan Canal—Swiftsure Transportation Company—Despatch 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.

THE AMERICAN BRIG SAMUEL LINDSAY, Wilson, Master, from Liverpool, is now discharging under general order at Shippen street wharf. Consignees will please attend to the reception of their goods. PETER WRIGHT & SONS, 115 Walnut street. ja25-tf

NOTICE.—ALL PERSONS ARE HEREBY CAUTIONED against trusting any of the crew of the British Bark Cadette, Christian, Master, from Liverpool, as no debts of their contracting will be paid by either the Captain or Consignees, PETER WRIGHT & SONS, 115 Walnut street. ja25-tf

REMOVAL.

REMOVAL.—THE OFFICE OF THE PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COMPANY has been removed to

130 SOUTH THIRD STREET,

At which place the Company's business will hereafter be transacted, freight engagements made, and passage tickets sold. Freights received and bills of lading signed at QUEEN street wharf, as usual. WILLIAM L. JAMES, General Agent, 130 South Third street. ja27 6t

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. NATHAN W. ELLIS. ja13 3m

SHEATHING FELT FOR SALE—TEN (10) FRAMES English Sheathing Felt, by PETER WRIGHT & SONS, 115 Walnut street. no17 tf

TRAVELERS' GUIDE.

QUICKEST TIME ON RECORD.

THE PAN-HANDLE ROUTE.

28 HOURS to CINCINNATI, via PENNSYLVANIA RAILROAD AND PAN-HANDLE, 7½ HOURS LESS TIME than by COMPETING LINES. PASSENGERS taking the 8.00 P. M. TRAIN arrive in CINCINNATI next EVENING at 2.55 P. M., 28 HOURS. ONLY ONE NIGHT on the ROUTE.

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

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

To SECURE the UNEQUALED advantages of this LINE, be VERY PARTICULAR and ASK FOR TICKETS "Via PAN-HANDLE," at TICKET OFFICES, N. W. CORNER NINTH and CHESTNUT Streets, NO. 116 MARKET STREET, bet. Second and Front Sts. And THIRTY-FIRST and MARKET Streets, West Phila. S. F. SCULL, Gen'l Ticket Agt., Pittsburgh. JOHN H. MILLER, Gen'l East'n Ag't, 526 Broadway, N.Y.

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.

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., 2.30 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. and 6 P. 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., 1.30, 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., 1.30, 6.30 and 12 P. M., for Trenton. At 9.45 A. M., 4.30 and 12 P. M., for Bristol. At 12 P. M. (Night) for Morrisville, Tullytown, Schencks, Eddington, Cornwells, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg and Frankford. 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, 2.15, 3.30 and 5.30 P. M. for Merchantville, 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 hotel 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.

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, and Allentown and 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 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 8.30 P. M. 2.10 P. M., 5.25 P. M. and 8.30 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 8.30 P. M. From Doylestown at 8.25 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 6.40 & 7.10 P. M.
Erie Mail and Buffalo Express	at 9.10 "
Fast Line	at 10.00 "
Parkesburg Train	at 12.30 P. M.
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 VANLEER, Jr., Ticket Agent, 901 Chestnut street. FRANCIS FUNK, Agent, 116 Market street. SAMUEL H. WALLACE, Ticket Agent at the Depot. The Pennsylvania Railroad Company will not assume any risk for Baggage, except for wearing apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract. EDWARD H. WILLIAMS, General Superintendent, Altoona, Pa.

WEST 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.

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 6.35 P. M., arriving in Philadelphia at 9.25 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 6.35 P. M.

READING ACCOMMODATION.—Leaves Reading at 7.30 A. M., stopping at all way stations; arrives in Philadelphia at 10.15 A. M. Returning, leaves Philadelphia at 4.45 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 6.30 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 7.30 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.

A 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 7.45 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., 12.30 noon, 5.00 and 6 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and all points beyond.

Mails close at the Philadelphia Post-Office for all places on the road and its branches at 5 A. M., and for the principal Stations only at 2.15 P. M.

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.

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. 2.35 P. M., Express. 7.25 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.

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, 4¾, 5, 6, 6½, 7, 8, 9, 10, 11 P. M. The 8.20 down train, and 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, 7½, 9, 11.05 A. M.; 1½, 3, 4½, 5¼, 6¼, 8.05 and 11½ P. M. Leave Norristown—5.40, 7, 7.50, 9, 11 A. M.; 1½, 3, 4½, 6¼, and 8½ P. M.

ON SUNDAYS. Leave Philadelphia—9 A. M.; 2½ and 7.15 P. M. Leave Norristown—7 A. M.; 1½ and 9 P. M.

FOR MANAYUNK. Leave Philadelphia—6, 7½, 9, 11.05 A. M.; 1½, 3, 4½, 5¼, 6¼, 8.05 and 11½ P. M. Leave Manayunk—6.10, 7½, 8.20, 9½, 11½ A. M.; 2, 3½, 5, 6½, and 9 P. M.

ON SUNDAYS. Leave Philadelphia—9 A. M.; 2½ and 7.15 P. M. Leave Manayunk—7½ A. M.; 1½ and 9¼ P. M. W. S. WILSON, General Superintendent, Depot, Ninth and Green streets.

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	1.00 P. M.
Junction Accommodation, from Atco	6.26 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.

WEST CHESTER AND PHILADELPHIA RAILROAD, VIA MEDIA. WINTER ARRANGEMENT. 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 at 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.

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	8.10 P. M.
"	arrives at Erie	10.00 A. M.
Elmira Mail leaves Philadelphia		8.00 A. M.
"	" Williamsport	6.20 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 A. M.
Erie Express leaves Erie		8.25 P. M.
"	" Williamsport	7.50 A. M.
"	arrives at Philadelphia	4.20 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.—Winter Arrangements. On and after Monday, Oct 5th, 1868, the Trains will leave Philadelphia, from the Depot of the West Chester & Philadelphia Railroad, corner of Thirty-first and Chestnut streets (West Philada.), at 7.45 A. M. and 4.50 P. M. Leave Rising Sun at 5.45 A. M., and Oxford at 6.30 A. M., and leave Oxford at 3.25 P. M.

A Market Train with Passenger Car attached will run on Tuesdays and Fridays, leaving the Rising Sun at 11.05 A. M., Oxford at 11.45 A. M., and Kennett at 1.00 P. M., connecting at West Chester Junction with a train for Philadelphia. On Wednesdays and Saturdays train 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. HENRY WOOD, General Sup't.

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.

TO RENT.

TO RENT.

SECOND-STORY FRONT ROOM,

HEATED WITH STEAM,

IN THE

NEW BULLETIN BUILDING,

607 Chestnut Street.

Apply in the Publication Office. no21f

TO RENT—A TEN-ROOMED HOUSE ON Broad street, near Girard avenue, by a physician, who will occupy two rooms and board with the family. Address W. B. C., BULLETIN Office. Best of references given and required. 1t*

OFFICE TO RENT.—A LARGE OFFICE, SECOND-Story. 138 Walnut street. ja27 2t*

FOR RENT.—THE SECOND, THIRD AND FOURTH Floors of the new building at the N. W. corner of Eighth and Market streets Apply to STRAWBRIDGE & CLOTHIER, on the premises. ja25 tf§

STORE PROPERTIES FOR RENT.—HANDsome Four story Building, No. 712 Chestnut street Possession, April, 1869. Large Four story Building, No. 41 North Third street. Large Building, No. 520 Market street, and running through to Minor street. Very Desirable Store Property, No. 420 Market street running through to Merchant street. Store and Basement, No. 521 Minor street. Third-story Store, 26¾ feet front, No. 915 Market street. Handsome Store and Dwelling, No. 1024 Walnut street. J. M. GUMMEY & SONS, 733 Walnut street.

FOR RENT—A HANDSOME RESIDENCE IN western part of the city. Favorable terms would be offered to an acceptable party. Address 2,024 STREET, BULLETIN Office. ja22-tf§

FOR RENT—A HANDSOME COUNTRY SEAT on a turnpike, east of Germantown; 5 acres of land attached; large mansion house, with city conveniences; stabling, ice-house, filled, &c. J. M. GUMMEY & SONS, 733 Walnut street.

FOR RENT—A HANDSOME MODERN RESIdence, new, with every convenience, situate in the northwestern part of the city. The furniture, now only a few months since, for sale at a sacrifice. J. M. GUMMEY & SONS, 733 Walnut street.

TO RENT—THE HANDSOME COUNTRY SEAT at Edgewater, New Jersey. The house has every improvement—large and airy. The Grounds laid out with shade and Fruit Trees. Over 100 Bearing Fruit Trees. Stable and Carriage-house, Ice-house, &c.; with eight acres of ground. Within three minutes walk of Station at Edgewater. Several trains daily. Apply to COPPUCK & JORDAN, 433 Walnut street.

TO RENT—A HANDSOME COUNTRY SEAT, with 4 Acres of Ground, Duy's Lane, Germantown, with every convenience; Gas, Bath, Hot and Cold Water. Large Stable, Carriage-house, Ice-house, with 40 tons of Ice; Cow Stable, Chicken-house, and every improvement. Will be rented with or without Furniture on a Lease. Apply to COPPUCK & JORDAN, 433 Walnut street.

TO LET—A THREE-STORY DWELLING, WITH Back Buildings. Modern improvements. No. 236 N. Eleventh street. Apply 50 N. Ninth street. ja26 4t*

ROOMS TO RENT.—TWO LARGE COMMUNICATING rooms, for the storage of Household Furniture, at No. 1336 Brown street. ja28

OFFICE ROOMS TO RENT ON THIRD FLOOR OF Building, No. 733 Walnut street. J. M. GUMMEY & SONS.

FOR SALE.

Good Will and Fixtures For Sale

OF OUR

Furnishing Goods Department,

And Front Half of Store To Let,

627 CHESTNUT STREET, VAN DEUSEN, BOEHMER & CO. ja9-tf§

FOR SALE—LOT S. W CORNER THIRTY-SIXTH and Chestnut streets; 100x220, has 3 fronts. S. W. LEINAU, No. 111 South Seventh street. ja25,6t*

1939 POPLAR STREET—FOR SALE—UPON easy terms and with possession. Dwelling is three-story brick with back buildings, has range, gas, bath, hot and cold water, also a large yard. Lot is 16 feet front by 80 feet deep to Scott street, 30 feet wide. Apply to GEO. W. STULL, JR., 616 Sansom street. Or, in the evening at 1943 Poplar street. ja27,3t*

GERMANTOWN—FOR SALE—A HANDSOME double Stone Residence, with all modern conveniences; situate on East Walnut lane, between Main and Morton streets; stable and carriage-house, cow-house, ice-house, spring-house, &c.; choice fruit and shade trees of every description. The lot, which has a front of 375 feet will be sold in whole or part with the improvements. J. M. GUMMEY & SONS, 733 Walnut street.

FOR SALE—THE ELEGANT COUNTRY-SEAT, late of Samuel Hildeburn, deceased, with from 3 to 65 acres of land attached, situate on the turnpike, within twelve minutes walk from the Railroad depot at Chestnut Hill. Large Mansion House, with clear hall through the centre, over 70 feet in length; 3 parlors, sitting-room, library, dining room and 2 kitchens on the first floor, and every city convenience. Grounds handsomely improved with cut stone walls the entire front; graveled carriage drives and walks, shade and evergreen trees; fruit and in perfect order. Photographs may be seen at the office of J. M. GUMMEY & SON, 733 Walnut street.

FOR SALE—THE HANDSOME THREE-STORY Residence, 21 feet front, with three-story back buildings, every convenience and in perfect order, No. 1713 Spruce street. Lot running through to a back street. J. M. GUMMEY & SONS, 733 Walnut street.

FOR SALE OR RENT—THE LARGE STORE, No. 418 Arch street. Apply on the premises, or to D. M. FOX, No. 540 North Fifth street, or the owner may be seen by addressing Box 2207 Philadelphia Postoffice. de4 tf

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 3m§

REAL ESTATE SALES.

ORPHANS' COURT SALE.—ESTATE OF George Read, deceased.—James A. Freeman, Auctioneer.—Under authority of the Orphans' Court for the city and county of Philadelphia, on Wednesday, February 10, 1869, at 12 o'clock, noon, will be sold at public sale, at the Philadelphia Exchange, the following described real estate, the property of George Read, deceased. No. 1. Dwelling, No. 1747 North Seventh street, all that certain three-story brick house with two-story brick and frame back building and lot of ground situate on the east side of Seventh street 128 feet 7 inches southward from Montgomery street, Twentieth Ward; being 15 feet front on Seventh street, and extending in depth eastwardly between parallel lines 66 feet, more or less, to a certain 3 feet 10½ inches wide alley, leading into Montgomery street, with the use of said alley.

Six Houses, Lawrence and Leithgow streets, Sixteenth Ward. No. 2. House, No. 967 Lawrence street. All that certain three-story brick house and lot described according to a recent survey thereof by John L. Wolf, Surveyor, situate No. 967 on the east side of Lawrence street, beginning at the distance of 120 feet southward of George st., Sixteenth Ward; thence extending eastward at right angles with Lawrence street 45 feet to a point; thence southward parallel with Lawrence street 3 feet 3½ inches to a point; thence eastward at right angles 4 feet 7 inches; thence westward at right angles with Lawrence street 41 feet to Lawrence street, and thence northward along the same 9 feet 11¾ inches to the place of beginning.

No. 3.—House, No. 965 Lawrence street. A three-story brick house and lot, No. 965 Lawrence street, adjoining the above on the south; thence extending eastward at right angles to Lawrence street 41 feet; thence southward 5 feet 7¼ inches; thence westward at right angles to Lawrence street 4 feet; thence southward parallel with Lawrence street 3 feet; thence westward at right angles to Lawrence street 4 feet; thence southward parallel with said Lawrence street 3¾ feet; thence westward at right angles to Lawrence street and to the same 41 feet; thence northward along the same to the place of beginning.

No. 4.—House, No. 963 Lawrence street. A three-story brick house and lot, No. 963 Lawrence street, adjoining the above on the south; thence extending eastward at right angles to said Lawrence street 41 feet; thence northward 3 feet; thence eastward 4 feet; thence southward parallel with said Lawrence street 4 feet; thence southward parallel with Lawrence street 13 feet 6 inches; thence westward at right angles with said Lawrence street 45 feet to said street, and thence northward along the same 10 feet to the place of beginning.

No. 5.—House, No. 974 Leithgow street. A three-story brick house and lot, No. 974 Leithgow street (in the rear of No. 2) beginning at the distance of 117 feet 2¾ inches southward of George street; thence extending westward at right angles to said Leithgow street 45 feet; thence southward at right angles 15 feet 6¾ inches; thence eastward 4 feet; thence northward 3 feet; thence eastward parallel with the same, and to the same 41 feet, and thence northward along the said Leithgow street 10 feet 1¾ inches to the place of beginning.

No. 6.—House, No. 973 Leithgow street. A three-story brick house and lot, No. 973 Leithgow street, adjoining the above on the south, and beginning 127 feet 4¾ inches southward from George street; thence extending westward at right angles with Leithgow street 45 feet; thence southward 3 feet 5 inches; thence eastward 4 feet; then southward 3¼ feet; thence at right angles with said Leithgow street and to the same 41 feet; thence northward along the said Leithgow street 11 feet 11 inches to the place of beginning.

No. 7.—House, No. 970 Leithgow street.—A three-story brick house and lot, adjoining the above on the south, and being No. 970, beginning at the distance of 137 feet 3¾ inches southward from George street; thence extending westward at right angles with said Leithgow street 41 feet; thence southward 10¾, and thence eastward at right angles to Leithgow street, and to the same 45 feet, and thence northward 10 feet to the place of beginning.

Each of the above clear of all incumbrance.

Survey and plan by the District Surveyor at the Auction Store.

No. 8.—Ground rent of $36 per annum. All that certain yearly ground rent of $36, lawful silver money charged upon, issuing and payable by John Bethell, his heirs and assigns, in equal half yearly payments on the first day of the months of April and October, in every year, clear of taxes, &c., out of all that certain lot of ground, with the three-story brick messuage thereon erected, situate on the west side of Adams street, at the distance of 466 feet northward from Columbia street; containing in front 12 feet, and in depth 46 feet to a 3 feet wide alley.

$50 to be paid on each at the time of sale. By the Court. JOSEPH MEGARY, Clerk O. C. D. M. FOX, Esq., Administrator d. b. n. c. t. a. and Trustee. JAMES A. FREEMAN, Auctioneer, Store, 422 Walnut street. ja21-28,fe4

For description of the dwelling No. 1929 Naudain street, and the six houses Barley street, see other advertisement.

ORPHANS' COURT SALE.—ESTATE OF GEO. Read, deceased.—James A. Freeman, Auctioneer.—Under authority of the Orphans' Court for the city and county of Philadelphia, on Wednesday, February 10, 1869, at 12 o'clock, noon, will be sold at public sale, at the Philadelphia Exchange, the following described Real Estate, late the property of George Read, deceased. No. 1 (No. 9 in order of Court).—Three-story Brick House, No. 1929 Naudain street. All that certain three-story brick messuage, and the lot of ground, situate on the north side of Naudain street, at the distance of 250 feet westward of Nineteenth street, in the Seventh Ward of the city; containing in front 15 feet, and in depth 30 feet.

One moiety or half-part of all the above will be sold by order of the Orphans' Court, the remaining half by order of the other owner, the purchaser obtaining a clear title to the whole.

Subject to a yearly ground rent of $39 per annum. No. 2.—(No. 10 in the Order of Court)—6 Brick Houses, Barley and Caroline streets, above Tenth and Lombard streets. All those six certain three-story brick messuages and the lot of ground situate on the southeast corner of Barley street and Caroline Place, in the Seventh Ward of the city; containing in front on Barley street 80 feet, and in depth along Caroline Place 32 feet to Plume Place.

Subject to a mortgage of $2,000, with interest.

One moiety or half part of all the above will be sold by order of the Orphans' Court, the remaining half by order of the other owner, the purchaser obtaining a clear title to the whole.

$100 to be paid on each at the time of sale. By the Court, JOSEPH MEGARY, Clerk O. C. D. M. FOX, Esq., Administrator d. b. n. c. t. a. and Trustee. JAMES A. FREEMAN, Auctioneer, Store, 422 Walnut street. ja21 28fe4

For description of the dwellings No. 1747 North Seventh street, Lawrence and Leithgow streets, and the ground rent belonging to the same estate and to be sold at the same time, see other advertisements.

ORPHANS' COURT SALE—ESTATE OF HENRY Donnelly, deceased.—James A. Freeman, Auctioneer.—Tavern Stand and Dwelling, Frankford road and Coral street. Under authority of the Orphans' Court for the city and county of Philadelphia, on Wednesday, February 10, 1869, at 12 o'clock, noon, will be sold at public sale, at the Philadelphia Exchange, the following described real estate, late the property of Henry Donnelly, deceased. A certain triangular lot of ground with the messuage thereon erected, situate on the northwesterly side of Frankford road and southeasterly side of Coral street, Nineteenth Ward; commencing at the southeasterly side of Coral street, 42¾ feet northeasterly from Huntingdon street; thence extending northeasterly along the southeast side of Coral street 67 feet 5 inches to a point; thence to said Coral street 1 foot 5½ inches to a point in the northwesterly side of the Frankford road; thence southwesterly along the same 78 feet 2 inches to the estate of the said Henry Donnelly, deceased; thence northwesterly along the same at right angles with Frankford road 16 feet 6½ inches; thence along the said ground parallel with Coral street 2 feet 3½ inches; thence along the said ground at right angles with Coral street 4 feet 9 inches, and thence 3 feet 2 inches to the southeasterly side of Coral street, the place of beginning.

Clear of incumbrance.

$100 to be paid at the time of sale. By the Court, JOSEPH MEGARY, Clerk O. C. BRIDGET DONNELLY, Administratrix. JAMES A. FREEMAN, Auctioneer, Store 422 Walnut street. ja21 28 fe4

ORPHANS' COURT SALE.—ESTATE OF PETER Bouvier, deceased. James A. Freeman, Auctioneer. Lot Moyamensing Avenue, below Dickinson street; Under authority of the Orphans' Court for the City and County of Philadelphia, on Wednesday, February 10, 1869, at 12 o'clock, noon, will be sold at public sale, at the Philadelphia Exchange, the following described Real Estate, late the property of Peter Bouvier, deceased. A lot of ground on the east side of Moyamensing Avenue, 30 feet south from Dickinson street, 16 feet front and 67 feet 1 inch on the south line, and 68 feet 1½ inch on the north line to a 3 feet wide alley, with the use of the alley in the rear. Subject to $44 ground rent.

$50 to be paid at the time of sale. By the Court, JOSEPH MEGARY, Clerk O. C. ELIZABETH BOUVIER, Adm nistratrix. JAMES A. FREEMAN, Auctioneer, Store, 422 Walnut street. ja21-28-fe4

SALE BY ORDER OF HEIR.—JAMES A. FREEMAN, Auctioneer.—Three-story Brick Dwelling, No. 702 Morris street.—On Wednesday, February 10, 1869, at 12 o'clock, noon, will be sold at public sale, at the Philadelphia Exchange, the following described Real Estate: A three-story brick house with the two-story frame back building and lot, situate on the south side of Morris street, 16 feet 1½ inch westward from Seventh street, being 15½ feet front by 64 deep. Subject to a ground rent of $40 per annum.

$100 to be paid at the time of sale. By Order of Heir. JAMES A. FREEMAN, Auctioneer, Store, 422 Walnut street. ja21 28 fe4

PUBLIC SALE OF VALUABLE REAL ESTATE.—Will be sold at Public Sale, on WEDNESDAY, February 24, 1869, at Boucot's Hotel, Bridgeport, at 1 o'clock P. M., all that valuable Property (lately occupied by Samuel Beaver, Jr., deceased), situated in Bridgeport, opposite Norristown, Montgomery county, Pa., being lot 150 feet front by 200 feet deep, more or less, together with all the improvements thereon, consisting of a handsome modern three-and-a-half story Brick Dwelling, three-story back buildings, containing 14 rooms, good dry cellars underneath the whole of the house, water in the kitchen and forced to the third story. Built and finished throughout in the most complete manner. Shade and fruit trees in the yard and garden. Stable and carriage-house on rear of lot, for three horses and two carriages.

This Property commands a beautiful river view, and is well suited for a gentleman doing business in the city and desirous of living out of town, being accessible hourly by the Norristown and Reading Railroads, and within five minutes' walk of either depot.

Persons desiring to examine the property, can do so by applying to Mr. F. NAILLE, on the premises. Conditions at Sale by MARY A. BROWN.

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.

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 & SON.