Fortieth Congress—Third Session.

[CLOSE OF YESTERDAY'S PROCEEDINGS.]

SENATE.—The expiration of the morning hour brought up the unfinished business of yesterday, the constitutional amendment.

The pending amendment was that moved by Mr. Stewart, to substitute for the joint resolution as it passed the House—the report of the Judiciary Committee of the Senate:

"The right of citizens of the United States to vote and hold office shall not be denied or abridged by the United States, or by any State, on account of race, color, or previous condition of servitude."

Mr. Ferry addressed the Senate at length upon the subject, noticing that the opposition had not said anything against the amendment on its own merits, but had opposed the proposed mode of submitting it for ratification.

Mr. Morton briefly discussed the question as to the best form of words in which to put the amendment. He objected to the form reported by the Judiciary Committee, because it merely provided that no citizen should be deprived of the right to vote or hold office on account of race, color, or previous condition of servitude, leaving it still in the power of the States to disqualify for other causes. He liked better the form submitted by Mr. Howard, yesterday, as an amendment, providing that citizens of the United States of African descent shall have the same right to vote and hold office as other citizens; but this, too was open to objection, because the States might establish an educational test which, while it disqualified some white men, would disqualify most of the blacks. He preferred, therefore, an affirmative amendment, declaring who shall have the right of suffrage, making it uniform, and leaving nothing on the subject open to the forced construction of any State.

Mr. Warner read an argument in favor of an affirmative amendment.

Mr. Williams offered the following amendment, upon which he will speak to-morrow:

"Congress shall have power to abolish or modify any restriction on the right to vote or hold office prescribed by the constitution or law of any State."

The Senate took up and passed the bill to provide for the expenses of the Patent Office for January and February, 1869.

Mr. Cattell introduced a bill to provide for the conversion of registered bonds of the United States into coupon bonds, which was referred to the Committee on Finance.

It authorizes the Secretary of the Treasury to issue upon such terms and under such regulation as he may from time to time prescribe, coupon bonds in exchange for and in lieu of any registered bonds which have been or may hereafter be lawfully issued. Such coupon bonds to be similar in all respects to the coupon bonds issued under the acts authorizing the issue of the registered bonds for exchange.

Mr. Howe, from the Committee on Claims, reported favorably a bill to pay loyal citizens in the States lately in rebellion for services in taking the United States census of 1860.

Mr. Osborne introduced a bill to provide for an American line of mail and emigrant passenger steamships between certain Atlantic ports of the United States and one or more European ports. Referred to the Committee on Post-offices.

The steamers are to run from Fernandina, Fla., and Savannah, Ga., to Liverpool, Havre and Bremen, and receive $1,000,000 annually for carrying the mails.

The Senate took a recess till 7.30 P. M.

Evening Session.—A few private bills, of no public interest, were taken up and passed.

On motion of Mr. Williams, the Senate took up the bill to amend an act granting land to aid in the construction of a railroad and telegraph line from the Central Pacific Railroad in California, to Portland, Oregon. Messrs. Williams and Corbett advocated it, and Mr. Conkling opposed it, and the bill was recommitted.

On motion of Mr. Stewart, the bill to legalize certain land appropriations of agricultural land scrip was taken up, and Mr. Conkling offered an amendment providing that the act shall not be construed to affect the location of scrip issued prior to its approval, and also that all such scrip shall be reserved from actual settlers, in payment of pre-emption claims.

Mr. Pomeroy moved to strike out the second clause of Mr. Conkling's amendment. The bill was discussed briefly by several Senators, after which it was laid on the table. Adjourned.

HOUSE.—Mr Schenck offered the following privileged resolution:

Resolved, That James F. Wilson, of Iowa, and John V. L. Pruyn, of New York, be appointed tellers on the part of the House of Representatives to count the electoral vote for President and Vice President of the United States.

The Speaker stated that for obvious reasons the Chair desired the House to take the responsibility of making those appointments instead of himself.

The resolution was agreed to.

Mr. Logan introduced a bill providing for the payment of the national debt and for the reduction of the rate of interest thereon. Referred to the Committee of Ways and Means.

Mr. Ward said—We cannot pass that bill at once.

The Speaker—Yes, by unanimous consent.

Mr. Ward—I hope the House will pass something that will pay the debt.

The House then, at 3 P. M., proceeded to the business of the morning hour, being the bill reported yesterday from the Committee on Roads and Canals, to authorize the building of a military and postal railroad from Washington to New York.

The morning hour having expired, the bill went over till Tuesday next.

The Senate joint resolution extending to the reconstructed States the benefits of the Agricultural College bill, was referred to the Committee on Public Lands.

The Senate bill to amend the act of 19th of February, 1862, to prohibit the Coolie trade in American ships, passed.

The House then, at half-past four, took a recess till half-past seven, the evening session to be for debate only.

Evening Session.—The House resumed its session at half-past seven, in Committee of the Whole on the President's annual message of 1868, Mr. Cullom in the chair.

Mr. Ela made a speech on the subject of currency and the finances, taking ground in defence of paper money.

Mr. Harding spoke in regard to the public lands. Mr. Williams (Ind.) in favor of speedy resumption and payment of the public debt; Mr. Shanks, on the Union Pacific Railroad, and Mr. Kelley (Pa.), exposing what he termed the fallacies of Commissioner Wells' Revenue Report. Adjourned.

MR. DE CORDOVA.

His Lecture at Concert Hall.

Last evening Concert Hall was filled to hear a lecture on "Miss Jones's Wedding—No Cards," by Mr. De Cordova. The story is as follows: A Mr. Jones, a farmer, "only a clod," and poor, discovers petroleum on his land, and, in consequence, becomes rich. He sells out his land, goes to New York with his wife and daughter, purchases a costly residence, and plunges into all sorts of extravagance. His affairs become deranged, and he is finally ruined by his folly. A New York stock-broker, Brown by name, appears upon the scene who sees in Miss Jones the means to possess himself of funds to retrieve his shattered fortunes. He woos Miss Jones, and takes her to balls and operas, and gives her presents of diamond rings. His affairs become more entangled than ever, but he has in his possession for safe-keeping stocks and bonds of sundry thrifty individuals, and concludes to appropriate this property for the present, thinking he can pay it off when he is married to Miss Jones, and in possession of the old man's stamps. Great preparations are made for the wedding. Cards with delicate devices are sent around. The day arrives, the fashionable church is filled, the bride is waiting in the vestry, but no Brown appears. The party wait and grow impatient, but still no Brown is forthcoming, and he never will be forthcoming, for he is locked up in the Tombs for theft. The bride screams and groans, the guests leave the church disgusted, with "I told you so," "I knew there was something wrong with that young man," and sundry other comments which people will make on like occasions. But unobserved sat in the corner a "young man from the country," Frank by name, Miss Jones's first lover. He sees an opportunity to press his suit; it is accepted, and the whole party pack off to an Alderman (the ministers declined marrying them), and Miss Jones and Mr. Smith are united, return to their country home and live in happiness thereafter. The story is in verse, humorous and rational, and with a good strong foundation of common sense.

Pennsylvania Legislature.

CLOSE OF YESTERDAY'S PROCEEDINGS.

SENATE.—Mr. Randall offered a resolution, which was passed, authorizing the appointment of a committee of three to inquire into the expediency of purchasing for the State the property between Walnut and Fourth streets, in the rear of the arsenal, in Harrisburg, and report by bill.

Mr. Connell offered a resolution requesting the Attorney-General to give his opinion as to the constitutionality of the act modifying and changing the revenues derived from taxes on taverns and retailers and collateral inheritance tax from the sinking fund, and applying the same to the ordinary expenses of the State, which was discussed at length, and finally passed by a party vote. Adjourned.

HOUSE.—Joint resolutions urging Congress to oppose any law placing the telegraph operations of the United States under the control of the National Government was considered.

Mr. Nicholson was opposed to the Government assuming any charge of the telegraph lines.

Mr. Rogers took the same position, because he desired to restrict Government operations within their legitimate sphere, and for other reasons which he narrated at length.

Mr. Burritt, of Susquehanna, favored the control by the Government, because the Western Union Telegraph Company was a monopoly which was crushing out the business interests of the country.

The resolution passed. Adjourned.

CITY BULLETIN.

CITY COUNCILS.—A stated meeting was held yesterday afternoon.

Select Branch.—A communication was received from the Receiver of Taxes, presenting for confirmation the names of Captain John E. Reilly and John Haugh as clerks in the office, and Alfred Gentry as receiver of taxes for the Twenty-third Ward.

Mr. Hodgdon, of the Committee on Water Works, reported an ordinance making an appropriation of $430,850 for the extension of the Water Works. For Belmont Water Works, $158,000 are appropriated; for the Roxborough Works, $11,000; Mt. Airy Works, $33,000; Schuylkill Water Works, $50,000, and Fairmount Works, $140,000. The ordinance was passed.

The same committee reported a resolution approving of certain contracts for furnishing the department with materials. Adopted. The successful bidders for pipe are S. Fulton & Co., and for iron castings I. Sheppard & Co.

Mr. Bumm submitted a resolution instructing the Law Committee to inquire into the expediency of reporting an ordinance to prohibit distillers from allowing the refuse of their establishments to run into the sewers. Adopted.

Mr. Smith presented a resolution instructing the Finance Committee to inquire into the conditions of the agreement existing between the city and the American Philosophical Society, and to report an ordinance providing means for completing the purchase of the building on Fifth street, below Chestnut. Adopted.

A resolution from Common Council providing for grading and curbing Main street, Twenty-second Ward, was concurred in.

Also a resolution for the opening of Graham street, from Eighteenth to Nineteenth, and Thompson street, from Twenty-first to Thirty-first street.

Also, a resolution for the grading of Twenty-seventh street, from Brown to Poplar.

A resolution requesting the Mayor to revoke the order relative to the distribution of bread to the poor from Fox's Theatre was referred to the Committee on Police.

A resolution requesting the Legislature not to pass an act to authorize the Northern Liberties Gas Company to increase its capital stock was indefinitely postponed.

The ordinance changing the location of the new public buildings to Penn Square, which was passed by Common Council last week, came up.

Mr. Bumm moved that the bill be indefinitely postponed.

Mr. Barlow opposed the motion. He had originally voted for Independence Square, because he believed that it was large enough to accommodate the buildings. The Commission had been appointed, and the Committee on Architecture had reported that Independence Square was not large enough. He was in favor of Penn Square now, and he did not think the people desired to have three-story offices.

Mr. Hopkins said that Councils had received no official information from the Building Commissioners that Independence Square is too small for the purposes indicated in the ordinance recently passed. He believed that Independence Square is the only proper place for those buildings. The centre of business is the proper location for such buildings. If the centre of the city is to be taken, then the buildings had better be put at Broad and Master streets, for that is nearer the point than Broad and Market streets.

Mr. Hodgdon opposed the change in location. The commissioners had not said that Independence Square is not large enough. No one of Penn Squares is sufficiently large, and three or four of them would have to be used. The public buildings should be in the centre of business, and that is where the Custom House, the Exchange, banking institutions, insurance offices and business houses are located. While the Delaware river remains where it is the centre of business will remain in this section. If the Delaware could be turned into Broad street, then it might be proper to put the buildings further west.

Mr. Smith remarked that he had voted for Independence Square, but this is an important question, and the ordinance should be postponed until further information could be had. Then the City Surveyor should be asked for plans and his opinion as to how much of Independence Square it will be necessary to use. The speaker thought that the city hall should be on Broad street and the courts on Independence Square.

The motion to indefinitely postpone the ordinance was agreed to. Yeas, 15, nays 10, as follows:

YEAS—Messrs. Bumm, Cochran, Duffy, Fox, Franciscus, Harkness, Hodgdon, Hookey, Hopkins, Jones, Marcus, Morrison, Plumly, Shallcross and Shermer.

NAYS—Messrs. Armstrong, Barlow, Cattell, Cramer, Kersey, King, McCutcheon, McIlvain, Smith, and Stokley, President.

Mr. Cramer, of the Committee on Schools, reported an ordinance authorizing the purchase of lots and buildings, No. 309 Lombard street, and No. 420 South Third street, for school purposes, at a cost not exceeding $35,000.

After considerable discussion the bill was passed.

The same committee reported an ordinance appropriating $3,114 70, to pay bill for coal furnished to the school-houses. Passed.

The same committee reported an ordinance appropriating $32,000 out of the school loan for the erection of a new school-house on Christian street, Twenty-sixth section. Postponed for one week.

The amendments to the school appropriation bill, non-concurred in by Common Branch, were insisted upon.

Mr. Cattell offered a resolution requesting the Public Building Commission to furnish a ground plan of the buildings proposed, and a statement of the area of Independence Square, and the number of feet required by each of the departments.

A lengthy discussion ensued, and then the resolution was voted down—yeas 8, nays 12.

The resolution from Common Council, relative to the paving of Tacony street, Twenty-third Ward, was concurred in.

The resolution to appoint a special committee to reorganize the Fire Department came up.

Mr. Hopkins moved to refer the resolution to the Committee on Fire and Trusts of this Chamber. We have a very good Fire Department now, and the time has not come to make any radical changes.

Mr. Shermer said that it was necessary to have a special committee before anything can be done with the Fire Department.

Mr. Duffy thought that the Fire Department requires a thorough reorganization, but that members of Councils lack the nerve to do it.

The motion to refer was disagreed to and the resolution was adopted.

The resolution for the opening of Thirty-seventh street from Powelton avenue to Lancaster avenue was concurred in.

Mr. Franciscus presented a petition of the commission merchants doing business on Broad street, asking for the extension for six months of the time for the removal of the tracks from that street. Referred.

The ordinance from Common Council making an appropriation of $560 to extend the fire-alarm telegraph to the house of the Decatur Steam Fire Company, in Frankford, was passed. Adjourned.

Common Branch.—A communication from Thomas Potter was received, tendering his resignation as a Trustee of the Northern Liberties Gas Works. Accepted.

The City Commissioners presented a communication asking for the appropriation of $500 to pay jurors for 1868, the item therefor having been exhausted in the payment of the Twitchell jury. Referred to the Finance Committee.

A number of petitions were received and referred to appropriate committees.

Mr. Fareira offered a resolution of inquiry as to the reason why the Commissioner of City Property had not collected all rents and interests on bonds, mortgages, &c., due the city. Referred to the Committee on City Property.

The bill making an appropriation to the Board of School Controllers for 1869 was received back from Select Council, with certain amendments, of which all but three, of minor importance, were not concurred in.

The resolution providing that the testimony taken in the investigation into the management of the Highway Department should not be printed, came up from the previous meeting.

After considerable discussion the motion was withdrawn.

Mr. Miller offered an ordinance for the appointment of an Assistant Engineer in the Survey Department. Referred.

Mr. Hetzell offered a resolution requesting the Legislature not to pass any measure affecting the municipal affairs of Philadelphia unless so requested by municipal officers.

In explanation he stated that he had been informed that there was an act about to be presented to the Legislature taking Girard College from the control of Councils.

On motion of Mr. Evans it was referred to the Special Committee on Legislation.

Mr. Rice offered a resolution providing for a joint special committee of five from each Chamber, on the reorganization of the Fire Department.

Mr. Smith moved to refer to the Committee on Fire and Trusts. Not agreed to—yeas 19, nays 20.

The resolution was then passed.

Mr. Smith called up the bill appropriating $560 to put a fire-alarm box in the house of the Decatur Engine. After some discussion the bill passed.

Mr. Ray called up the resolution for the paving of Tacony street with rubble pavement.

Mr. Bardsley moved to amend, and fix the price at the cost of cobble pavement.

Mr. Hetzell moved to recommit to the Committee on Highways. Not agreed to.

The resolution, as amended, then passed.

The resolution requesting the Legislature to pass an act appointing commissioners to treat with the authorities of New Jersey for the transfer of the jurisdiction over Petty's Island to this city, was taken up.

Mr. Hetzell moved to refer to the Committee on Law. Agreed to.

Mr. Hetzell called up the resolution directing the Chief Engineer and Surveyor to make an examination of Petty's Island.

Mr. Hanna moved to refer to the Committee on Law. Not agreed to.

The resolution then passed.

The Select Chamber insisting upon their amendments to the appropriation bill to the Board of School Controllers, a committee of conference was appointed in the matter.

The following bills and resolutions from Select Council were considered: one relative to contracts for water-pipe, concurred in; one of instruction to the Committee on Law, concurred in; one for the payment of coal furnished public schools, concurred in; one for the payment of a certain claim, concurred in; one authorizing the purchase of certain grounds for school purposes in the Fifth Ward, concurred in; one making the appropriation for the extension of the Water Works, concurred in; one relative to the Philadelphia Philosophical Society, concurred in.

The Committee on Highways presented a resolution for the grading of Marshall street from Berks to Butters street. Agreed to. Also one for the grading of Nineteenth street, from Norris to Berks street, and Norris from Nineteenth to Twentieth street. Agreed to. Also, one for the payment of a claim for constructing a certain sewer. Agreed to.

The Committee on Gas presented a report showing the amount of the Sinking Fund to be $1,716,814 63. Adjourned.

THE YOUNG MEN'S HOME OF PHILADELPHIA.—It will be recollected that a number of our most eminent citizens convened at the Continental Hotel, a short time since, for the purpose of taking some measures towards the opening of the Young Men's Home, of Philadelphia. Last evening another meeting was held, when the President, F. Ratchford Starr, Esq., made the following report, which fully explains that which is contemplated:

When the building last occupied by this Society was closed in 1864, it was supposed that one suited to our wants would soon be provided.

Experience having fully demonstrated that in order to furnish the requisite accommodation a building must be erected for the purpose, the managers have deemed it unadvisable to re-open the Home in a rented building.

It is proposed to erect a commodious and inexpensive building, with separate sleeping apartments, ample bath accommodations, and rooms for instruction and amusements, for young men who come to our city as strangers, in search of employment or to learn a trade, and who will there find a comfortable, cheerful home, under Christian influence, and within the reach of their scanty means.

When the system of apprentices boarding with their employers was abandoned, then began the need of such a Home as is contemplated by this society, and the necessity has each year increased till it has become too apparent to justify further delay.

Philadelphia is now the largest manufacturing city in the Union, and thousands of young men annually come here seeking employment. That vast numbers of these have been irrecoverably lost for the want of a suitable Home cannot be questioned, nor is there room to doubt that many others are following their downward steps. Many come here from the interior of this State, and from other rural districts, ignorant of the temptations peculiar to large cities, and know nothing of the snares to which they are exposed till they find themselves entrapped in them. Out of our vast population of Christian people, how few are on the look out for them, to take them by the hand and shield them from the dangers to which they are exposed, while a host of Satan's emissaries await their arrival to glory in their downfall? It is not till they become inmates of our prisons that they are brought in contact with those who should have been first to welcome them.

The managers confidently believe that this sad state of things will not be suffered to continue, but that the requisite funds will be cheerfully and promptly furnished. The estimated cost of a building and land, in a central location, is $50,000, of which about $14,000 are promised, if the balance can be obtained.

The establishment of such an institution will be an important auxiliary to the Young Men's Christian Association, in aiding it in the accomplishment of its benevolent purposes, in providing a safe and pleasant home for a large class of those whom it seeks to benefit.

Much might be said on the score of economy. Each individual saved from ruin is a saving to our city. Crime and pauperism add vastly to our taxes. The claims for a Young Men's Home are infinitely beyond those of any reformatory institution, however needed or valuable it may be, since to prevent is far better than to attempt to cure evil.

There are, doubtless, many respectable houses where young men can board at very moderate price. One object of our society is to keep a record of such, and to recommend them to young men who work at too great a distance from our Home, but whose names will be registered on our books, and who will enjoy the advantages of our rooms for instruction and amusement. These lodging houses will be visited by our superintendent, to see that our members are duly cared for. It is not to be expected that any low-priced house, accommodating but a few, can be rendered sufficiently attractive. Young men, who have toiled all day, will have their relaxation either in study or play, and every proper inducement will be offered to attract them to our Home, rather than suffer them to enter saloons and other haunts of vice.

It is unnecessary to speak of the many low-priced boarding-houses, the proprietors of which make no pretensions to respectability, and whose pecuniary interest makes it an object to them to encourage their boarders in frequenting improper places of amusement regardless of consequences.

The many evidences of good accomplished by the society while occupying rented premises not adapted to its wants afford ample guarantee of what may be expected if a suitable building is erected.

The following officers were elected for the ensuing year, after which the meeting adjourned: President, F. Ratchford Starr; Secretary, William C. Atwood; Treasurer, William Purves.

Those who are willing to contribute to the building fund will please send their subscriptions to F. R. Starr, 400 Walnut street, and William C. Atwood, 619 Chestnut street, or to any of the other officers of the society.

FURTHER HEARING.—Yesterday afternoon Jas. Burk, alias Sailor Burk, and Hugh Green were to have had a final hearing before Alderman Kerr, having entered and robbed the money drawer of Mr. Stockdale's grocery store, at Eighteenth and Catharine streets, on last Saturday night. It will be remembered that a brother of Mr. Stockdale was seized by one of the intruders, while the other helped himself to the till. Green was in attendance at the hearing, but Burk was not. It seems that on the day of the preliminary hearing an individual giving the name of H. W. Donnell appeared before Alderman Kerr, and expressed a willingness to go bail for Burk. He exhibited deeds, and represented that he was the owner of residences Nos. 2045 and 2047 Rittenhouse street, assessed at $16,000. He was accepted, but the next day Chief Eneu ascertained that Mr. Thos. Haggerty and Mr Thomas Snyder owned the properties referred to, and they were assessed for $1,200 each. Donnell gave his residence at No. 1224 South Fourth street, which was found untrue, Mr. Charles Perrine having resided there for the last eighteen years. Green was committed for trial.

NEW JERSEY MATTERS.

RAILROAD IMPROVEMENTS.—The work of building railroads throughout South Jersey during the past few years has received an impetus which bids fair to continue until all the most important towns and villages in the First Congressional District are connected by them. In addition to those which are in active operation, several others are being graded, and others again are contemplated. A day or two since the citizens of Blackwoodtown and vicinity held a meeting, which was largely attended, to take action in the matter of constructing a railroad from that place to the White House Station, on the Camden and Atlantic road. A charter was obtained last winter for this road, and the gentlemen interested in the enterprise are determined that the work shall be accomplished at as early a day as practicable. When completed it will open to speedy communication with the city a large area of splendid agricultural lands, and will form a connecting link between the two points of the road soon to be built from Vineland northeastwardly to the Camden and Mount Holly track at Moorestown. It will be an important road, and can scarcely fail to be a paying one.

LODGERS.—The present cold snap again crowds the station house in Camden with lodgers. On Wednesday night eighteen were lodged there, and last night many found shelter from the inclement weather at the same place. Some of these, no doubt, are worthy of philanthropic assistance, but many have brought their present destitution upon themselves by dissipated habits. These generally beg through the day sufficient food to keep them alive, and what money they obtain is spent for intoxicating liquors, and then seek the station house for lodgings at night. They make a regular business of begging, and the authorities of Camden are resolved to severely punish all who may be arrested for impudence and disorderly behavior.

IN A BAD WAY.—Yesterday Mayor Cox had before him a seedy looking individual, who had seen better days, but who was found in rather a dilapidated condition near the West Jersey Railroad depot. He was pretty well bruised and helplessly intoxicated. His watch chain was dangling from his vest, but his watch was gone. It was subsequently found that he had pawned it. He was fined two dollars and costs, and went on his way a sober, and it is to be hoped a wiser and a better man.

CONCERTS.—Last evening the pupils connected with the Sabbath School belonging to the First Baptist Church of Camden, gave their annual concert and exhibition, the proceeds to go towards the Library fund. The same evening there was a concert in the Broadway Methodist Episcopal Church, also for the benefit of the Sunday School. These entertainments were well attended, and the receipts quite satisfactory. Both schools are represented as being in a prosperous condition, and rapidly increasing in usefulness.

ODD FELLOWS' FAIR.—Since Monday a grand Fair has been in progress in the new Odd Fellows' Hall, Fifth and Pine streets, South Ward, for the benefit of Wildey Lodge, No. 91. Last evening the Sons of Malta, in full regalia, and accompanied by an excellent band of music, visited the fair, and their unique costume excited general attraction. They presented a handsome donation to the funds of the Lodge.

THE COURTS.—It is proposed, if possible, to finish up the business of this term of the Camden Courts this week. Sentences will most likely be passed on Saturday, upon those who have been convicted or pleaded guilty to the various charges preferred against them. A large number entered the plea of guilty, which greatly facilitated the disposition of the business of the term.

RAILROAD MEETING.—The meeting of the commissioners and friends of the Marlton and Camden Railroad, for the purpose of organization, will take place in Camden on the 19th instant.

RESUMPTION OF NAVIGATION.—The navigation of the Delaware and Raritan Canal, it has been authoritatively announced, will commence on the 19th proximo.

IMPORTATIONS

Reported for the Philadelphia Evening Bulletin.

BOSTON—Steamer Saxon, Boggs—79 cs boots and shoes Barrett & Co; 27 do Bunting, Durborow & Co; 90 do F & J W Jones; 58 do C J McGee & Co; 346 do Munros, Smaltz & Co; 1 8 do J M Saunders; 14 do A Tilden & Co; 7 do Hibler, Keith & Co; 30 pkgs dry goods Bangs, Maxwell & Co; 18 do Boyd & White; 70 do G Brewer & Co; 5 do A D Carroll; 18 do B W Chase & Sons; 27 do Dale Bros; 12 bags yarn Dorman, Mayblen & Co; 6 cs dry goods Farnham, Kirkham & Co; 10 bags yarn H Franciscus; 66 do wool Grundy & Binfield; 16 rolls matting Leedom & Shaw; 330 pkgs dry goods Lewis Wharton & Co; 47 do T T Lea & Co; 13 do Loland, Bates & Co; 40 rolls carpetings McCallum & Sloan; 13 pkgs yarn R W Matcett; 11 bags wool Reece, Seal & Co; 15 pkgs yarn A T Stewart & Co; 10 bales dry goods Wm Simpson & Sons; 7 pkgs dry goods S J White; 15 pkgs yarn 10 bx mdse Artman, Trickler & Co; 100 bdls pails G S Adams & Co; 18 cs o c G W Blabon; 27 bx mdse A C Bauer; 27 pkgs glassware S G Broughton; 10 bales oakum W S Carlill; 10 cs books Eldridge Bros; 30 bbls tallow C H Grant; 180 bxs mdse Heaton & Denckla; 308 rolls paper Howell Bros; 32 coils rope A H Hinckel; 50 pkgs beds A Hilborn; 3 pkgs glassware L B Harberger; 152 pkgs tubs C T Halloway; 170 cs chair stock Kilburn & Gates; 58 pkgs barrels Massey, Huston & Co; 44 rolls paper Nixon & Stokes; 150 pkgs fish S H & H Levin; 20 bxs do Koons & Schwartz; 10 do G W Watson; 14 do W Lill; 400 bxs bloaters Kennedy, Stairs & Co; 13 do fish Brown & Allingham; 20 do J W Worth; 10 do J A Lee & Co; 15 Higbee & Scofield; 100 bxs bloaters J W Shriver & Co; 50 do fish Geo Fields; 15 do D Feen; 230 do bloaters G B Kerfoot; 10 bbls oil R A Pratt; 57 bbls mdse Rosengarten & Sons; 50 bdls 4 boxes chair stock D B Slifer; 41 bxs tacks Seal & Day; 25 bales cassia Weikel & Smith; 25 do goat skins D C Spooner; 31 bbls reeds Whitney Bros; 22 pkgs tubs A H Wartman; 1 ot rattan Wright Bros; 40 bdls chair stock 6 boxes do E Young; 47 boxes 79 bbls fish 15 bbls oil 175 pkgs wooden ware 140 cases mdse order.

NAVASSA—Schr Curtis Tilton, Rogers—310 tons guano J E Bazley & Co.

MOVEMENTS OF OCEAN STEAMERS.

TO ARRIVE.

SHIPS	FROM	FOR	DATE
Atalanta	London	New York	Jan. 9
City of Cork	Liverpool	N York via Halifax	Jan. 16
Nevada	Liverpool	New York	Jan. 19
Tarifa	Liverpool	Boston & N York	Jan. 19
City of Baltimore	Liverpool	New York	Jan. 20
The Queen	Liverpool	New York	Jan. 20
Hibernian	Liverpool	Portland	Jan. 21
Europa	Glasgow	New York	Jan. 22
Cimbria	Southampton	New York	Jan. 22
Russia	Liverpool	New York	Jan. 23
Siberia	Liverpool	New York via B.	Jan. 26
Main	Southampton	New York	Jan. 26
Minnesota	Liverpool	New York	Jan. 26
City of Paris	Liverpool	New York	Jan. 27
England	Liverpool	New York	Jan. 27

TO DEPART.

SHIPS	FROM	FOR	DATE
Nestorian	Portland	Liverpool	Feb. 6
Wyoming	Philadelphia	Savannah	Feb. 6
Atalanta	New York	London	Feb. 6
City of Baltimore	New York	Liverpool	Feb. 6
Columbia	New York	Glasgow	Feb. 6
Pennsylvania	New York	Liverpool	Feb. 6
City of Cork	New York	Liverpool via Hal'x	Feb. 9
Alaska	New York	Aspinwall	Feb. 9
Cimbria	New York	Hamburg	Feb. 9
Russia	New York	Liverpool	Feb. 10
Columbia	New York	Havana	Feb. 11
Donau	New York	Bremen	Feb. 11
Stars and Stripes	Philad'a	Havana	Feb. 17

BOARD OF TRADE.

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

MARINE BULLETIN.

PORT OF PHILADELPHIA—FEBRUARY 5.

SUN RISES, 6 55 | SUN SETS, 5 5 | HIGH WATER, 9 38

ARRIVED YESTERDAY.

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

Steamer Fanita, Freeman, 24 hours from New York, with mdse to John F Ohl.

Schr Curtis Tilton, Rogers, 26 days from Navassa, with guano to J E Bazley & Co.

Schr Nile, Fox, 1 day from Smyrna, Del. with hoop poles to James L Bewley & Co.

Schr Hattie Paige, Haley, from New York.

CLEARED YESTERDAY.

Steamer R Willing, Cundiff, Baltimore, A Groves, Jr.

Brig John Welsh, Jr. Munday, Sagua, S & W Welsh.

Schr E E L Parsons, Clark, Matanzas, Dallett & Son.

MEMORANDA.

Ship Saranak, Turley, for Liverpool, went to sea from Mobile 29th ult.

Ship Andrew Jackson, Field, sailed from Calcutta 14th ult. for Boston.

Ship Pontiac, Skilling, from Rio Janeiro 8th Dec. in ballast, put into New Orleans 9th ult. for repairs.

Ship James Cheston, Swain, from Callao 21st Oct. for Rotterdam, was spoken 29th Dec. lat 16 53 S—no lat.

Steamer Gulf Stream, Spencer, cleared at Galveston 27th ult. for New York.

Steamers Desoto, Eaton, and Crescent City, Holmes, cleared at New Orleans 30th ult. for New York.

Steamer Morro Castle, Adams, cleared at New York yesterday for Havana.

Steamer Deut chland (NG), Brickenstein, for Bremen, cleared at New York yesterday.

Steamer Juniata, Hoxie, hence at Havana 29th ult.

Steamer Columbia, Van Sice, from Havana 30th ult. at New York yesterday.

Bark L T Stocker, Bibber, sailed from Matanzas 24th ult. for this port.

Bark Peter Crever (Br), Garvin, cleared at Portland 3d inst. for Montevideo for orders.

Brig Nellie Clifford, Littlefield, hence at Demerara 8th ult. via Norfolk.

Brig Adeline Richardson, Wright, hence at Matanzas 26th ult.

Brig Frank E Allen Clark, sailed from Cardenas 21st ult. for a port north of Hatteras.

Brig Anna M Knight, Knight, at Cardenas 26th ult. from New York, and sailed for Matanzas.

Brig S P Smith, Knowlton, for this port, sailed from Matanzas 25th ult.

Schr Mary E Long, Hardy, hence at Matanzas 22d ult. via Havana.

Schr W B Thomas, Winsmore, hence at Cardenas 18th ult.

Schr Louisa, Nevens, from Savannah 20th ult. for this port, put in to Norfolk yesterday, leaky and with loss of anchors.

Schr Elizabeth Magee, Smith, hence at Cardenas 21st ult.

Schr Mary A Holt, Holt, sailed from Cardenas 26th ult. for a port north of Hatteras.

Schrs Ida F Wheeler, Dyer, for Sagua, and R W Godfrey, Garwood, for Havana, sailed from Portland 1st inst.

Schrs S & E Corson, Brower, sailed from Charleston 3d inst. for Wilmington, NC.

Schr Sarah Bruen, Adams, from Wilmington, NC. was lying at New Inlet 3d inst. waiting to go to sea.

Schr Wm S Doughten, Tatem, at Washington, NC, 25th ult. from Jersey City, and was loading cotton seed on the 27th, for Providence.

Schr Sylvan Blanchard, one day from Havana for New York, was spoken 24th ult. off Salt Key Bank.

MARINE MISCELLANY.

Schr Abigail Haley, from Boston for Philadelphia, which went ashore on Squan Beach, Nov. 18, was hove afloat night of 31st during the easterly gale, by Captain John A Brown, of the Coast Wrecking Co., and towed to New York on Wednesday by steamer A Winants.

Brig Sarah, Capt Sterling, which left Demerara on 22d Nov. for Halifax, has not yet arrived, and it is feared that she has been lost. The Sarah is owned by Salter & Twining, of Halifax.

Brig Halifax, Power, cleared at Boston 15th ult. for Halifax, and has not since been heard of. The Halifax is owned by R I & W Hart, of Halifax.

Brig Wm H Forrest, Hanna, at New York from St. Domingo City, had heavy W and NW gales almost the entire passage, during which lost topgallantmast and main topsail; also, sprung mainmast, and did other slight damage.

AMUSEMENTS.

MRS. JOHN DREW'S ARCH STREET THEATRE Begins at 7¼. CROWDED AND FASHIONABLE HOUSES. THE PUBLIC DEMAND ANOTHER WEEK WITH SHAKESPEARE. MONDAY, AND DURING THE WEEK, Shakespeare's 5 Act Comedy, called "TWELFTH NIGHT," OR WHAT YOU WILL, WITH NEW SCENERY AND COSTUMES. Shakespearian Music and Fine Cast. MRS. JOHN DREW as .... VIOLA Aided by the Full Company. MONDAY NEXT, February 8, 1869. Positive Production of "TAME CATS."

WALNUT STREET THEATRE. Begins at 7½ o'clock. THIS (FRIDAY) EVENING, Feb. 5, BENEFIT OF J. E. McDONOUGH. "LAST NIGHT BUT ONE" 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 conclude with the Nautical Drama of TOM CRINGLE. TOM CRINGLE .... Mr. J. E. McDONOUGH. MONDAY, February 8, First night of the world-renowned Comedians and original impersonators of Irish and Yankee life, MR. and MRS. BARNEY WILLIAMS.

MISS SUSAN GALTON'S CHESTNUT STREET THEATRE. MISS SUSAN GALTON'S COMIC OPERA COMPANY, Will appear on FRIDAY AND SATURDAY EVENINGS, Offenbach's Comic Opera, A MARRIAGE BY LANTERNS, and THE SWISS COTTAGE. MONDAY EVENING, "GGI!" "GGI!" "GGI!" "GGI!" "GGI!"

MADISON OBEY, CONCERTINA SOLOIST, MUSICAL ROCK PLAYER, XILOPHONIST, HUMOROUS VOCALIST, &c. ASSEMBLY BUILDING, EVERY NIGHT. Admission 50 and 75 cents. fe1-6t*

CHARLES H. JARVIS'S SERIES OF CLASSICAL SOIREES. FOURTH SOIREE, SATURDAY EVENING, February 6th, 1869, At NATATORIUM HALL, Broad street, below Walnut, east side. Commencing at 8 o'clock. He will be assisted by MR. G. GUHLEMANN, Violinist, and MR. RUDOLPH HENNIG, Violoncellist. CARDS OF ADMISSION .... ONE DOLLAR For Sale at all the Principal Music Stores, and at the Hall on the evening of the Concert. fe2-6t§

PARLOR CONCERTS—NATATORIUM HALL, Broad Street, below Walnut. FOURTH CONCERT, FRIDAY EVENING, Feb. 5th. Tickets and Programmes at L. Meyer's Music Store, 1230 Chestnut street, and at the door. fe1 5t*

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. ja1-tf

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. Package 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.

SPECIAL NOTICES.

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§

OFFICE OF THE COAL RIDGE IMPROVEMENT AND COAL COMPANY. PHILADELPHIA, Jan. 30, 1869. The annual meeting of the Stockholders of the Coal Ridge Improvement and Coal Company will be held at their office, No. 229 Walnut street, on THURSDAY, February 11th, 1869, at 12 o'clock M., when an election will be held for eight Directors, to serve for the ensuing year. The books for the transfer of stock will be closed for ten days previous to said meeting. ja30-11t* W. YARNALL, Secretary.

NOTICE TO THE HOLDERS OF THE 7 PER CENT PHILADELPHIA AND ERIE BONDS, DATED JULY 1st, 1865. PHILADELPHIA, Jan. 18, 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 the 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 36t§

OFFICE OF THE MANUFACTURERS' INSURANCE COMPANY, No. 431 WALNUT street. PHILADELPHIA, January 30 1869. A Special Meeting of the stockholders of this Company will be held at this office at twelve o'clock noon, on MONDAY, the 15th day of February, 1869, for the purpose of increasing the Capital Stock, and to take action on other matters affecting the interests of the Company. By order of the Board of Directors, ja30 12t§ M. B. KEILY, Secretary.

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 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, on and after May 1st next. The said Dividend will be credited to the Stockholders as they shall stand registered on the books of the Company on SATURDAY, the 9th inst. (Signed) WM. WISTER, Treasurer. ja7 1m§

OFFICE OF THE LOCUST MOUNTAIN COAL AND IRON COMPANY, NO. 230 SOUTH THIRD STREET. PHILADELPHIA, Jan. 28th, 1869. At a meeting of the Board of Directors, held this day, a semi-annual dividend of Four Per Cent., on the capital stock, clear of State taxes, was declared, payable to the stockholders or their representatives on and after February 8th. The transfer books will be closed until the 9th proximo. ja28 t fe11§ EDWARD SWAIN, Treasurer.

INSURANCE COMPANY OF THE STATE OF PENNSYLVANIA. FEBRUARY 1, 1869. The Directors have this day declared a Dividend of six Per Cent., or Twelve Dollars per Share, clear of the United States and State taxes, payable to the Stockholders, or their legal representatives, on demand. fe1 10t WILLIAM HARPER, Secretary.

COPARTNERSHIPS.

DISSOLUTION. The firm of HOMER, COLLADAY & CO. expires this day by limitation. PHILADELPHIA, Jan. 30, 1869.

COPARTNERSHIP. The subscribers hereby give notice that they have formed a Limited Partnership, pursuant with the Laws of the Commonwealth of Pennsylvania relating to such. The name or firm under which said partnership is to be conducted is HOMER, COLLADAY & CO. The general nature of the business is the Importing, Buying and Selling of Dry Goods. The names of General Partners are BENJAMIN HOMER, THOMAS HOMER, FRANCIS B. COLLADAY, and GEORGE SIMPSON, all of the city of Philadelphia; the name of the Special Partner is THOMAS W. EVANS, also of the city of Philadelphia. The amount of capital contributed to the common stock by said Special Partner is One Hundred Thousand Dollars in Cash. The said Partnership to commence February 1, 1869, and to terminate on January 31, 1874. The business of the late firm will be settled by us. BENJAMIN HOMER, THOMAS HOMER, FRANCIS B. COLLADAY, GEORGE SIMPSON. General Partners; THOMAS W. EVANS, Special Partner. N. B.—Mr. G. H. SOMMER has an interest in our business from this date. HOMER, COLLADAY & CO. PHILADELPHIA, Feb. 1, 1869. fe1 6t§

CO-PARTNERSHIP NOTICE.—MR. HUGH B. HOUSTON has been admitted to an interest in our business from this date. JAS. E. CALDWELL & CO. February 1, 1869.

HIGHWAY DEPARTMENT

DEPARTMENT OF HIGHWAYS.—OFFICE OF CHIEF COMMISSIONER, FIFTH STREET, WEST SIDE, BELOW CHESTNUT. PHILADELPHIA, January 21st, 1869. NOTICE.—In accordance with the provision of an Ordinance of Councils, approved April 24th, 1868, Notice is hereby given that the final estimate for the construction of the Sewer on Eighteenth and Vine streets, will be paid February 20th, 1869. All persons having claims for labor done or material furnished for said Sewer are requested to present the same for payment on or before 12 o'clock M., February 21st, 1869. MAHLON H. DICKINSON, Chief Commissioner of Highways. ja22-fe5-19-31§

FOR SALE.—AN INVOICE OF HAMBURG RAGS assorted linen and cotton. PETER WRIGHT & SONS, my1 115 Walnut street.

BOARDING.

A LARGE, HANDSOME ROOM, WITH BOARD, AT 228 South Broad street. fe4,6t*

MUSICAL.

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

HOTELS.

WASHINGTON HOUSE, CITY OF CAPE MAY. Remains open during the Winter. Good accommodations. GEO. B. CAKE, fe4 1mo* Proprietor.

REMOVAL.

REMOVAL.—THE LONG ESTABLISHED DEPOT for the purchase and sale of second hand doors, windows, store fixtures, &c., from Seventh street to Sixth street, above Oxford, where such articles are for sale in great variety. Also new doors, sashes, shutters, &c. ja13 3m NATHAN W. ELLIS.

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.

GAS FIXTURES.

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

NEW PUBLICATIONS.

PHILOSOPHY OF MARRIAGE.—A NEW COURSE of Lectures, as delivered at the New York Museum of Anatomy; embracing the subjects: How to Live and what to Live for; Youth, Maturity and Old Age; Manhood generally reviewed; the Cause of Indigestion; Flatulence and Nervous Diseases accounted for; Marriage Philosophically Considered, &c., &c. Pocket volumes containing these Lectures will be forwarded, post paid on receipt of 25 cents, by addressing W. A. Leary, Jr., Southeast corner of Fifth and Walnut streets, Philadelphia. fe18.1y§

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.

BUSINESS CARDS.

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

COTTON SAIL DUCK OF EVERY WIDTH, FROM 22 inch to 76 inches wide, all numbers. Tent and Awning Duck, Paper-maker's Felting, Sail Twine, &c. JOHN W. EVERMAN, ja26 No. 103 Church street, City Stores.

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

DRUGS.

PURE PAINTS.—WE OFFER TO THE TRADE PURE White Lead, Zinc, White and Colored Paints of our own manufacture, of undoubted purity, in quantities to suit purchasers. ROBERT SHOEMAKER & CO., Dealers in Paints and Varnishes, N. E. corner Fourth and Race streets. no27-tf

RHUBARB ROOT, OF RECENT IMPORTATION AND very superior quality; White Gum Arabic, East India Castor Oil, White and Mottled Castile Soap, Olive Oil, of various brands. For sale by ROBERT SHOEMAKER & CO., Druggists, Northeast corner Fourth and Race streets. no27-tf

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

ROBERT SHOEMAKER & CO., WHOLESALE Druggists, Northeast corner Fourth and Race streets, invite the attention of the Trade to their large stock of Fine Drugs and Chemicals, Essential Oils, Sponges, Corks, &c. no27 tf

CLOTHS, CASSIMERES, &c.

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

HEATERS AND STOVES.

THOMSON'S LONDON KITCHENER, OR European Ranges, for families, hotels or public institutions, in twenty different sizes. Also, Philadelphia Ranges, Hot Air Furnaces, Portable Heaters, Low Down Grates, Fireboard Stoves, Bath Boilers, Stew-hole Plates, Broilers, Cooking Stoves, etc., wholesale and retail by the manufacturers, SHARPE & THOMSON, no25-w,f,m-6m§ No. 209 North Second street.

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.

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

CHESS COLUMN

OF THE

PHILADELPHIA EVENING BULLETIN.

FRIDAY, February 5, 1869.

ALL communications for this column must be directed "Chess Editor of EVENING BULLETIN, and should reach the office, at latest, on Thursday morning. All Problems must be accompanied by the solution and name of the composer.

Answers to Correspondents.

"N. C. R."—Let us hear from you soon. Some contributions from you would be very acceptable.

— We are glad to notice the re-appearance of the Chess Column in the *City Item*, under the management of Mr. T. H. Fitzgerald.

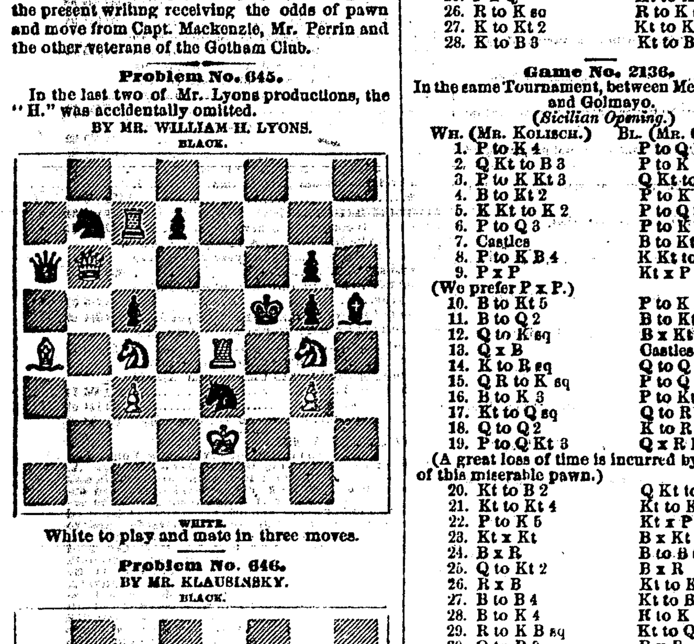
— The New York Tournament was brought to a close some weeks ago, the first, second and third prizes being respectively awarded to Capt. Mackenzie, Mr. Delmar and Mr. Mason. The last named is but a very young player, although at the present writing receiving the odds of pawn and move from Capt. Mackenzie, Mr. Perrin and the other veterans of the Gotham Club.

Problem No. 645.

In the last two of Mr. Lyons productions, the "H." was accidentally omitted.

BY MR. WILLIAM H. LYONS.

BLACK.



WHITE.

White to play and mate in three moves.

Problem No. 646.

BY MR. KLAUSINSKY.

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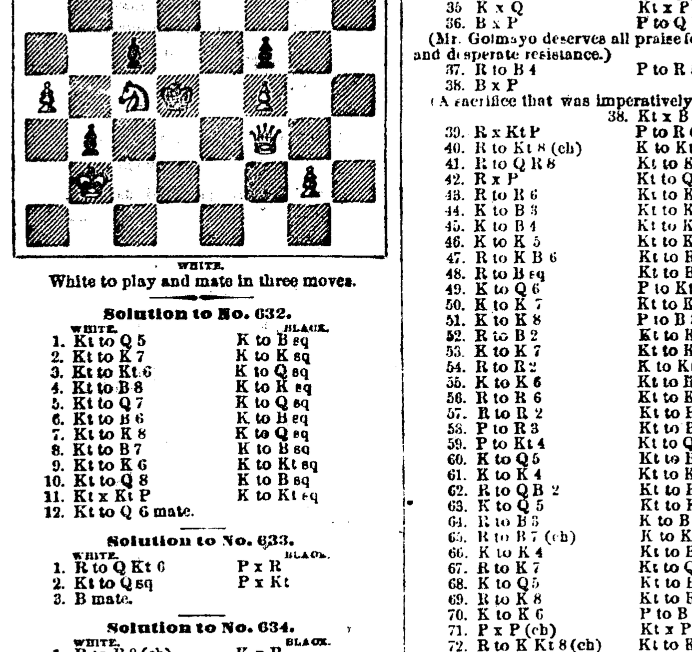

WHITE.

White to play and mate in three moves.

Solution to No. 632.

WHITE.	BLACK.
1. Kt to Q 5	K to B sq
2. Kt to K 7	K to K sq
3. Kt to Kt 6	K to Q sq
4. Kt to B 8	K to K sq
5. Kt to Q 7	K to Q sq
6. Kt to B 6	K to B sq
7. Kt to K 8	K to Q sq
8. Kt to B 7	K to B sq
9. Kt to K 6	K to Kt sq
10. Kt to Q 8	K to B sq
11. Kt x Kt P	K to Kt sq
12. Kt to Q 6 mate.	

Solution to No. 633.

WHITE.	BLACK.
1. R to Q Kt 6	P x R
2. Kt to Q sq	P x Kt
3. B mate.	

Solution to No. 634.

WHITE.	BLACK.
1. R to R 8 (ch)	K x R
2. R x B (ch)	K to Kt sq
3. R to R 8 (ch)	K x R
4. K x R	K to Kt sq

(Moves 5 to 32 are occupied by the King capturing the two black pawns at Q B 3 and Q B 4, and returning to Q 8.)

33. P to B 3	K to R sq
34. P to B 4	K to Kt sq
35. P to B 5	K to R sq
36. P to B 6	K to Kt sq
37. P x Q P	B x P
38. K x B	K to R sq
39. K to K 8	K to Kt sq
40. P to Q 7, and mates next move.	

(If the two black pawns on the Queen's Bishop's file stand at Q B 4 and Q B 5, it would require two moves longer for the King to capture them and then return.)

Solution to No. 635.

WHITE.	BLACK.
1. R to Q 2	P x R
2. P to R 8 (Kt)	P Queens
3. Mate.	

Solution to No. 636.

WHITE.	BLACK.
1. B to K 2	Kt to K 3
2. R to Kt 6	Kt to B 5
3. R x Kt	K x R
4. B to Q 6 mate.	

Solution to No. 637.

WHITE.	BLACK.
1. B to K 5 (ch)	R x B
2. Q to Q 4 (ch)	K x Q
3. Kt to Kt 5 mate.	

Solution to No. 638.

WHITE.	BLACK.
1. Q to R sq	P to Q 7
2. Q to Q 4	K x B
2. Q mates.	

CHESS IN PHILADELPHIA.

Game No. 2134.

Played some years ago, between Mr. Reichhelm and Col. Meisfelder.

(*Giuoco Piano.*)

WH. (COL. MEISFELDER.)	BL. (MR. REICHHELM.)
1. P to K 4	P to K 4
2. K Kt to B 3	Q Kt to B 3
3. B to B 4	B to B 4
4. Castles	P to Q 3
5. P to B 3	K Kt to B 3
6. P to K R 3	Castles
7. P to Q 3	B to K 3
8. B to Kt 3	B to Kt 3
9. Q Kt to Q 2	Q to Q 2
10. Kt to R 2	Kt to K 2
11. Kt to B 4	Kt to Kt 3
12. Kt x B	R P x Kt
13. B to B 2	Kt to K sq
14. P to K B 4	P to K B 4
15. P x K P	Q P x P
16. P x P	B x B P
17. Q to B 3	B to K 3
18. Q to Kt 3	R x R (ch)
19. Kt x R	Kt to B 3
20. P to Q R 3	R to K B sq

(Black's superiority in position is now very decided.)

21. B to K 3	Kt to R 4
22. Q to R 2	K Kt to B 5
23. P to Q 4	P x P
24. P x P	Kt to K 7 (ch)
25. K to R sq	Kt to R 5
26. B to K 4	B to Q 4

(This is the winning move. White is now left without resource.)

27. B x B	Q x B
28. P to Q Kt 4	Kt to K 5
29. R to Q sq	R x Kt (ch), & wins.

CHESS IN PARIS.

Game No. 2135.

Played in the Grand Tourney of 1867, between Messrs. Neumann and de Rivière.

(*Evans' Gambit.*)

WH. (M. DE RIVIERE.)	BL. (MR. NEUMANN.)
1. P to K 4	P to K 4
2. K Kt to B 3	Q Kt to B 3
3. B to B 4	B to B 4
4. P to Q Kt 4	B x Kt P
5. P to B 3	B to R 4
6. Castles	

(This is much inferior to P to Q 4. Black can now speedily castle.)

	6. K Kt to B 3
7. P to Q 4	Kt x K P
8. P x P	Castles
9. Q to B 2	P to Q 4
10. R to Q sq	B to K 3
11. B to Q 3	P to B 4
12. P x P (*en pas*)	Kt x B P at B 3
13. B to K Kt 5	P to K R 3
14. B to R 4	B to Kt 3
15. Q Kt to Q 2	Q to Q 2
16. B x Kt	R x B
17. B to R 7 (ch)	K to R sq
18. Kt to K 4	R x Kt

(The *coup juste.*)

19. P x R	B to K B 4
20. B x B	Q x B
21. Q to Q 3	P x Kt
22. P x P	Q x P (ch)
23. K to R sq	Kt to K 4
24. Q to Kt 3	Q x Q
25. P x Q	Kt to Kt 5
26. R to K sq	R to K sq
27. K to Kt 2	Kt to K 6 (ch)
28. K to B 3	Kt to B 7, and wins.

Game No. 2136.

In the same Tournament, between Messrs. Kolisch and Golmayo.

(*Sicilian Opening.*)

WH. (MR. KOLISCH.)	BL. (MR. GOLMAYO.)
1. P to K 4	P to Q B 4
2. Q Kt to B 3	P to K 3
3. P to K Kt 3	Q Kt to B 3
4. B to Kt 2	P to K 4
5. K Kt to K 2	P to Q 3
6. P to Q 3	P to K Kt 3
7. Castles	B to Kt 2
8. P to K B 4	K Kt to K 2
9. P x P	Kt x P

(We prefer P x P.)

10. B to Kt 5	P to K R 3
11. B to Q 2	B to Kt 5
12. Q to K sq	B x Kt
13. Q x B	Castles
14. K to R sq	Q to Q 2
15. Q R to K sq	P to Q Kt 4
16. B to K 3	P to Kt 5
17. Kt to Q sq	Q to B 5
18. Q to Q 2	K to R 2
19. P to Q Kt 3	Q x R P

(A great loss of time is incurred by the capture of this miserable pawn.)

20. Kt to B 2	Q Kt to B 3
21. Kt to Kt 4	Kt to K Kt sq
22. P to K 5	Kt x P
23. Kt x Kt	B x Kt
24. B x R	B to B 6
25. Q to Kt 2	B x R
26. R x B	Kt to K 2
27. B to B 4	Kt to B 4
28. B to K 4	K to Kt sq
29. R to K B sq	Kt to Q 5
30. Q to R 3	R x B
31. Q x P (ch)	Q x B P
32. P x R	Q x K P (ch)
33. Q to R 3	Q x Q (ch)
34. Q to Kt 2	
35. K x Q	
36. B x P	P to Q R 4

(Mr. Golmayo deserves all praise for his gallant and desperate resistance.)

37. R to B 4	P to R 5
38. B x P	

(A sacrifice that was imperatively demanded.)

	38. Kt x B
39. R x Kt P	P to R 6
40. R to Kt 8 (ch)	K to Kt 2
41. R to Q R 8	Kt to K 3
42. R x P	Kt to Q 5
43. R to R 6	K to K 3
44. K to B 3	Kt to Kt 4 (ch)
45. K to B 4	Kt to K 3 (ch)
46. K to K 5	Kt to K 4
47. R to K B 6	Kt to K 2
48. K to B sq	K to B sq
49. K to Q 6	P to Kt 4
50. K to K 7	Kt to Kt 3 (ch)
51. K to K 8	P to B 3
52. R to B 2	Kt to K 4
53. K to K 7	Kt to Kt 5
54. R to R 2	K to Kt 3
55. K to K 6	Kt to R 3
56. R to R 6	Kt to Kt 5
57. R to R 2	Kt to R 3
58. P to R 3	Kt to B 4
59. P to Kt 4	Kt to Q 5 (ch)
60. K to Q 5	Kt to B 6
61. K to K 4	Kt to K 4
62. R to Q B 2	Kt to B 2
63. K to Q 5	Kt to K 4
64. R to B 3	K to B 2
65. R to B 7 (ch)	K to Kt 3
66. K to K 4	Kt to B 2
67. R to K 7	Kt to Q sq
68. K to Q 5	Kt to B 2
69. R to K 8	Kt to R 3
70. K to K 6	P to B 4
71. P x P (ch)	Kt x P
72. R to K Kt 8 (ch)	Kt to Kt 2 (ch)
73. K to K 7	K to R 2
74. K to B 8	Kt to R 4
75. K to B 7	

(Mr. Kolisch might have moved here at once.)

	75. Kt to B 5
76. R x P	K to R 3
77. P to R 4	Kt to R 4
78. R to Kt 8	K to R 2
79. R to Q 8	Kt to B 5
80. K to B 6	Kt to R 4 (ch)
81. K to Kt 5	Kt to Kt 2
82. R to Q 7	K to Kt sq
83. K to K 7	K to B sq
84. K to Kt 6	K to Kt sq
85. R to B 7 (ch)	K to R sq
86. R to B 3, and wins.	

Game No. 2137.

Mr. Neumann gives Mr. de Souza the odds of Knight.

(*Remove White's Queen's Knight.*)

(*Knight's Gambit.*)

WH. (MR. NEUMANN.)	BL. (MR. DE SOUZA.)
1. P to K 4	P to K 4
2. P to K B 4	P x P
3. K Kt to B 3	P to K Kt 4
4. B to B 4	B to Kt 2
5. P to Q 4	P to Q 3
6. P to B 3	P to K R 3
7. P to K Kt 3	P x P
8. P x P	Q Kt to B 3
9. Castles	B to R 6
10. B x P (ch)	K to Q 2

(If he takes Bishop, White gives double check.)

11. R to B 2	P to Kt 5
12. Kt to R 4	K Kt to K 2
13. Q to Kt 3	K to B sq
14. P to R 4	Kt x Q P

(A mismove on de Souza's part.)

15. P x Kt	B x Q P
16. B to K 3	B x K 4
17. K to R 2	Kt to B 3
18. Kt to B 5	P to K R 4
19. R to R 3	P to R 5
20. B to K 6 (ch)	K to Kt sq

White mates in twelve moves.

HARDWARE.

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

MACHINERY, IRON, &c.

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

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

PIG IRON.—TO ARRIVE, NO. 1 SCOTCH PIG IRON—Glengarnock and Carnbroe brands. For sale in lots to suit by PETER WRIGHT & SONS, 115 Walnut street, Philadelphia. se10 tf

TRAVELERS' GUIDE.

WEST JERSEY RAILROADS.

FALL AND WINTER ARRANGEMENT.

From Foot of Market St. (Upper Ferry).

Commencing Wednesday, Sept. 16, 1868.

Trains leave as follows: For Cape May and stations below Millville 3.15 P. M. For Millville, Vineland and intermediate stations 8.15 A. M., 3.15 P.M. For Bridgeton, Salem and way stations 8.15 A. M. and 3.30 P. M. For Woodbury at 8.15 A. M., 3.15, 3.30 and 6 P. M. Freight train leaves Camden daily at 12 o'clock, noon. Freight received at second covered wharf below Walnut street, daily. Freight Delivered No. 228 S. Delaware Avenue. WILLIAM J. SEWELL, Superintendent.

CAMDEN AND ATLANTIC RAILROAD. 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 .... 5.30 P. M. RETURNING, WILL LEAVE ATLANTIC. Mail and Freight .... 1.25 P. M. Atlantic Accommodation .... 6.10 A. M. Junction Accommodation, from Atco .... 6.25 A. M. HADDONFIELD ACCOMMODATION TRAIN WILL LEAVE Vine Street Ferry at .... 10.15 A. M. and 2.00 P. M. Haddonfield at .... 1.00 P. M. and 3.15 P. M. D. H. MUNDY, Agent.

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, 5½, 6.10, 7, 8, 9, 10, 11, 12 P. M. Leave Germantown—6, 7, 7½, 8, 8.20, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 4½, 5, 6½, 7, 8, 9, 10, 11, 12 P. M. The 8.20 down train, and the 3½ and 5½ up trains, will not stop on the Germantown Branch. ON SUNDAYS. Leave Philadelphia—9.15 minutes A. M.; 2, 7 and 10¾ P. M. Leave Germantown—8.15 A. M.; 1, 6 and 9¼ 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, 4¼, 5, 5¾, 6.15, 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.; 5¼ and 9 P. M. FOR MANAYUNK. Leave Philadelphia—6, 7½, 9, 11.05 A. M., 1½, 3, 4¼, 5¾, 6.15, 8.05 and 11½ P. M. Leave Manayunk—6.10, 7½, 8.20, 9½, 11½ A. M., 2, 3½, 5, 6¼ and 9 P. M. ON SUNDAYS. Leave Philadelphia—9 A. M.; 2½ and 7.15 P. M. Leave Manayunk—7½ A. M.; 1½ and 9½ P. M. W. S. WILSON, General Superintendent, Depot, Ninth and Green streets.

FOR NEW YORK.—THE CAMDEN AND AMBOY AND PHILADELPHIA AND TRENTON RAILROAD COMPANY'S LINES, from Philadelphia to New York, and way places, from Walnut street wharf. At 6.30 A. M., via Camden and Amboy, Accom. $2 25. At 8 A. M., via Camden and Jersey City Express Mail, 3 00. At 2.00 P. M., via Camden and Amboy Express, 3 00. At 6 P. M., for Amboy and intermediate stations. At 6.30 and 8 A. M., and 2 P. M., for Freehold. At 8 and 10 A. M., 2, 3.30 and 4.30 P. M., for Trenton. At 6.30, 8 and 10 A. M., 1, 2, 3.30, 4.30, 6 and 11.30 P. M., for Bordentown, Burlington, Beverly and Delanco. At 6.30 and 10 A. M., 1, 3.30, 4.30, 6 and 11.30 P. M., for Florence, Edgewater, Riverside, Riverton Palmyra and Fish House, and 2 P. M. for Florence and Riverton. The 1 and 11.30 P. M. Lines will leave from foot of Market street by upper ferry. From Kensington Depot: At 11 A. M., via Kensington and Jersey City, New York Express Line .... $3 00. At 7.30 and 11.00 A. M., 2.30, 3.30 and 5 P. M. for Trenton and Bristol. And at 10.15 A. M. for Bristol. At 7.30 and 11 A. M., 2.30 and 5 P. M. for Morrisville and Tullytown. At 7.30 and 10.15 A. M., 2.30 and 5 P. M. for Schencks and Eddington. At 7.30 and 10.15 A. M., 2.30, 4, 5, and 6 P. M., for Cornwells, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg and Frankford, and 8 P. M. for Holmesburg and intermediate Stations. From West Philadelphia Depot via Connecting Railway: At 9.45 A. M., 1.20, 4, 6.30 and 12 P. M. New York Express Line, via Jersey City .... $3 25. At 11.30 P. M. Emigrant Line .... 2 00. At 9.45 A. M., 1.20, 4, 6.30 and 12 P. M., for Trenton. At 9.45 A. M., 4, 6.30 and 12 P. M., for Bristol. At 12 P. M. (Night) for Morrisville, Tullytown, Schencks, Eddington, Cornwells, Torrisdale, Holmesburg, Tacony, Wissinoming, Bridesburg and Frankford. The 9.45 AM 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 Belvidere, Easton, Lambertville, Flemington, &c. The 3.30 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlehem, &c. At 5 P. M. for Lambertville and intermediate Stations. CAMDEN AND BURLINGTON CO. AND PEMBERTON AND HIGHTSTOWN RAILROADS, from Market Street Ferry (Upper Side.) At 7 and 10 A. M., 1.30, 3.30 and 5.30 P. M. for 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 3.50 P. M.; at Mahanoy City at 1.50 P. M. Passengers by this train can take the Lehigh Valley Train, passing Bethlehem at 11.55 A. M. for Easton and points on New Jersey Central Railroad to New York. At 8.45 A. M.—Accommodation for Doylestown, stopping at all intermediate Stations. Passengers for Willow Grove, Hatboro' and Hartsville, by this train, take Stage at Old York Road. 9.45 A. M. (Express) for Bethlehem, Allentown, Mauch Chunk, White Haven, Wilkesbarre, Pittston, Scranton and Carbondale via Lehigh and Susquehanna Railroad, also to Easton and points on Morris and Essex Railroad to New York and Allentown and Easton, and points on New Jersey Central Railroad to New York via Lehigh Valley Railroad. At 10.45 A. M.—Accommodation for Fort Washington stopping at intermediate Stations. At 1.45 P. M.—Lehigh Valley Express for Bethlehem, Allentown, Mauch Chunk, White Haven, Wilkesbarre, Pittston, Scranton, and Wyoming Coal Regions. At 2.45 P. M.—Accommodation for Doylestown, stopping at all intermediate stations. At 4.15 P. M.—Accommodation for Doylestown, stopping at all intermediate stations. At 5.00 P. M.—Through accommodation for Bethlehem and 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.—Accommodations for Fort Washington. TRAINS ARRIVE IN PHILADELPHIA. From Bethlehem at 9.10 A. M., 2.10, 5.25 and 8.20 P. M. 2.10 P. M., 5.25 P. M. and 8.20 P. M. Trains make direct connection with Lehigh Valley or Lehigh and Susquehanna trains from Easton, Scranton, Wilkesbarre, Mahanoy City and Hazleton. Passengers leaving Wilkesbarre at 10.18 A. M., 1.45 P. M., connect at Bethlehem and arrive in Philadelphia at 5.25 and 8.20 P. M. From Doylestown at 8.35 A. M., 4.55 P. M. and 7. P. M. From Lansdale at 7.30 A. M. From Fort Washington at 10.45 A. M. and 3.10 P. M. ON SUNDAYS. Philadelphia for Bethlehem at 9.30 A. M. Philadelphia for Doylestown at 2.00 P. M. Doylestown for Philadelphia at 7 A. M. Bethlehem for Philadelphia at 4.00 P. M. Fifth and Sixth Streets Passenger cars convey passengers to and from the new Depot. White cars of Second and Third Streets Line and Union Line run within a short distance of the Depot. Tickets must be procured at the Ticket Office, in order to secure the lowest rates of fare. ELLIS CLARK, Agent. Tickets sold and Baggage checked through to principal points, at Mann's North Penn. Baggage Express office, No. 105 South Fifth street.

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 8.45 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 Agt., 526 Broadway, N.Y.

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 6.50 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 .... 3.10 A. M. Philadelphia Express .... 6.50 A. M. Paoli Accom .... at 8.20 A. M. and 3.40 & 6.20 P. M. Erie Mail and Buffalo Express .... 10.00 A. M. Parkesburg Train .... 9.10 A. M. Fast Line .... 9.40 A. M. Lancaster Train .... 12.30 P. M. Erie Express .... 4.20 P. M. Day Express .... 4.20 P. M. Harrisburg Accom .... 9.40 P. M. 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.

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., 1.30, 4.15 and 7.00 P. M. The 8.10 A. M. Train will not stop between Chester and Philadelphia. The 7.00 P. M. Train from Wilmington runs Daily; all other Accommodation Trains Sundays excepted. From Baltimore to Philadelphia.—Leave Baltimore 7.25 A. M., Way Mail. 9.35 A. M., Express. 2.25 P. M., Express. 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.

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 A. M. train connects at Reading with the East Pennsylvania Railroad trains for Allentown, &c. and the 8.15 A. M. train connects with the Lebanon Valley train for Harrisburg, &c.; at Port Clinton with Catawissa R. R. trains for Williamsport, Lock Haven, Elmira, &c.; at Harrisburg with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, &c. AFTERNOON EXPRESS.—Leaves Philadelphia at 3.30 P. M. for Reading, Pottsville, Harrisburg, &c., connecting with Reading and Columbia Railroad trains for Columbia, &c. POTTSTOWN ACCOMMODATION.—Leaves Pottstown at 6.45 A. M., stopping at intermediate stations; arrives in Philadelphia at 9.10 A. M. Returning leaves Philadelphia at 4.00 P. M.; arrives in Pottstown at 6.15 P. M. READING ACCOMMODATION.—Leaves Reading at 7.30 A. M., stopping at all way stations; arrives in Philadelphia at 10.25 A. M. Returning, leaves Philadelphia at 5.15 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 8.15 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 connects at Harrisburg with Pennsylvania and Northern Central Railroad Express Trains for Pittsburgh, Chicago, Williamsport, Elmira, Baltimore, &c. Returning, Express Train leaves Harrisburg, on arrival of Pennsylvania Express from Pittsburgh, at 3.50 and 5.50 A. M., 10.50 P. M., passing Reading at 5.44 and 7.31 A. M. and 12.50 P. M., arriving at New York 11.00 and 12.20 P. M., and 5.00 P. M. Sleeping Cars accompany these trains through between Jersey City and Pittsburgh, without change. Mail train for New York leaves Harrisburg at 8.10 A. M. and 2.05 P. M. Mail train for Harrisburg leaves New York at 12 Noon. SCHUYLKILL VALLEY RAILROAD.—Trains leave Pottsville at 6.45, 11.30 A. M. and 6.40 P. M., returning from Tamaqua at 8.35 A. M. and 2.15 and 4.35 P. M. SCHUYLKILL AND SUSQUEHANNA RAILROAD.—Trains leave Auburn at 7.55 A. M. for Pinegrove and Harrisburg, and at 12.15 P. M. for Pinegrove and Tremont; returning from Harrisburg at 3.30 P. M., and from Tremont at 7.40 A. M. and 5.35 P. M. TICKETS.—Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canadas. Excursion Tickets from Philadelphia to Reading and intermediate Stations, good for day only, are sold by Morning Accommodation, Market Train, Reading and Pottstown Accommodation Trains at reduced rates. Excursion Tickets to Philadelphia, good for day only, are sold at Reading and intermediate Stations by Reading and Pottstown Accommodation Trains at reduced rates. The following tickets are obtainable only at the Office of S. Bradford, Treasurer, No. 227 South Fourth street, Philadelphia, or of G. A. Nicolls, General Superintendent, Reading. Commutation Ticket, at 25 per cent. discount, between any points desired, for families and firms. Mileage Tickets, good for 2,000 miles, between all points at $52 50 each, for families and firms. Season Tickets, for three, six, nine or twelve months, for holders only, to all points at reduced rates. Clergymen residing on the line of the road will be furnished with cards, entitling themselves and wives to tickets at half fare. Excursion Tickets from Philadelphia to principal stations, good for Saturday, Sunday and Monday, at reduced fare, to be had only at the Ticket Office, at Thirteenth and Callowhill streets. FREIGHT.—Goods of all descriptions forwarded to all the above points from the Company's New Freight Depot, Broad and Willow streets. Freight Trains leave Philadelphia daily at 4.30 A. M., 12.30 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.

WEST CHESTER AND PHILADELPHIA RAILROAD, VIA MEDIA. WINTER ARRANGEMENTS. On and after MONDAY, Oct. 5th, 1868, the trains will leave Depot, Thirty first and Chestnut streets, as follows: Trains leave Philadelphia for West Chester, at 7.45 A. M., 11 A. M., 2.30, 4.15, 4.50, 6.15 and 11.30 P. M. Leave West Chester for Philadelphia, from Depot on E. Market street, 6.25, 7.45, 8.00 and 10.45 A. M., 1.55, 4.50 and 6.55 P. M. Trains leaving West Chester at 8.00 A. M., and leaving Philadelphia at 4.50 P. M., will stop at B. C. Junction and Media only. Passengers to or from stations between West Chester and B. C. Junction going East, will take train leaving West Chester at 7.45 A. M., and going West will take train leaving Philadelphia at 4.50 P. M. and transfer at B. C. Junction. Trains leaving Philadelphia at 7.45 A. M. and 4.50 P. M., and leaving West Chester at 8.00 A. M. and 4.50 P. M., connect at B. C. Junction with Trains on P. and B. C. R. R. for Oxford and intermediate points. ON SUNDAYS—Leave Philadelphia at 8.30 A. M. and 2.00 P. M. Leave West Chester 7.55 A. M. and 4.00 P. M. The Depot is reached directly by the Chestnut and Walnut Street cars. Those of the Market Street Line run within one square. The cars of both lines connect with each train upon its arrival. Passengers are allowed to take wearing apparel only as Baggage, and the Company will not, in any case, be responsible for an amount exceeding $100 unless special contract is made for the same. HENRY WOOD, General Superintendent.

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 .... 8.50 P. M. Erie Express leaves Philadelphia .... 11.50 A. M. " " Williamsport .... 8.50 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 .... 10.00 A. M. Erie Express leaves Erie .... 4.25 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 trains leave Philadelphia at 2.30 P. M., running 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.

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 SAXON, from Phila., Tuesday, Feb. 9, at 6 A. M. The NORMAN, from Boston, on Saturday, Feb. 6, at 6 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., mr31 338 South Delaware avenue.

PHILADELPHIA, RICHMOND AND NORFOLK STEAMSHIP LINE. THROUGH FREIGHT AIR LINE TO THE SOUTH AND WEST. EVERY SATURDAY. At Noon, from FIRST WHARF above MARKET street. THROUGH RATES and THROUGH RECEIPTS to all points in North and South Carolina via Seaboard Air Line Railroad, connecting at Portsmouth, and to Lynchburg, Va., Tennessee and the West via Virginia and Tennessee Air-Line and Richmond and Danville Railroad. Freight HANDLED BUT ONCE, and taken at LOWER RATES THAN ANY OTHER LINE. The regularity, safety and cheapness of this route commend it to the public as the most desirable medium for carrying every description of freight. No charge for commission, drayage, or any expense 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 WYOMING will sail for SAVANNAH on Saturday, February 6, at 8 o'clock A. M. The TONAWANDA will sail from SAVANNAH on Saturday, February 6. The PIONEER will sail for WILMINGTON, N. C., on Wednesday, February 3, at 8 A. M. THROUGH 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 & CO., 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 8th 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 8th of March. For Freight, which will be taken on accommodating terms, apply to WM. M. BAIRD & CO., 132 South Wharves.

THE NORW. BARK ONNI, DANNEVIG, Master, from Liverpool, is now discharging under general order at Pier No. 8, Wharves (Walnut st.). Consignees will please attend to the reception of their goods. PETER WRIGHT & SONS, 115 Walnut street. fe3-tf

NOTICE.—ALL PERSONS ARE HEREBY CAUTIONED against trusting any of the crew of the British Bark Cadetto, Christiau, 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

NAVAL STORES.

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

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

COTTON—150 BALES COTTON FOR SALE BY COCHRAN, RUSSELL & CO., 22 North Front street.

ROSIN AND NAVAL STORES.—209 BBLS. No. 2 Rosin; 259 bbls. No. 1 Rosin; 150 bbls. Pale Rosin; 100 bbls. Pitch; 100 bbls. Tar; 100 bbls. Spirits Turpentine. For sale by COCHRAN, RUSSELL & CO., 22 North Front street.

TO RENT.

TO RENT.

SECOND-STORY FRONT ROOM, HEATED WITH STEAM, IN THE NEW BULLETIN BUILDING, 607 Chestnut Street. Apply in the Publication Office.

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§

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.

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, 26½ 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 ARCH STREET, Bulletin Office. ja23-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, new, only a few months since, for sale at a sacrifice. J. M. GUMMEY & SONS, 733 Walnut st.

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. ja9-tf§ VAN DEUSEN, BOEHMER & CO.

FOR SALE OR EXCHANGE—A HANDSOME Country Residence and thirteen acres of land, near Germantown (or the dwelling and three or four acres). Good city property will be taken in part payment. Apply on Mondays or Fridays, 12 to 1 P. M. at No. 19 North SIXTH street. fe3 4t* EDW. K. TRYON.

FOR SALE.—THE LARGE BRICK BUILDING with lot of ground, 84 feet front by 189 feet deep, situate on the southwest corner of Tenth and Shippen streets—suitable for an institution. J. M. GUMMEY & SONS, 733 Walnut street.

FOR SALE—THE FOUR-STORY ¾ DWELLING House, southeast corner of Seventeenth and Summer streets, with all modern improvements; has a front of 33 feet on Summer street. Opposite Church of the Atonement. Apply to COPPUCK & JORDAN, 433 Walnut street.

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. J. M. GUMMEY & SONS, 733 Walnut street.

FOR SALE—THE ELEGANT COUNTRY-SEAT, late of Samuel Hildeburn, deceased, with from 5 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; gravelled carriage drive and walks, shade and evergreen trees; full growth 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.

PERSONAL.

50 PER CENT. REDUCTION. NOTICE TO THE TRADE.

Circulars, Letters, Price List, Music, or any documents or drawings may be obtained at the following EXTRAORDINARY CHEAP PRICES: 100 copies, fac similes, of any document or drawings, $2 00; 500 copies, $5 00; 1,000 copies, $8 00; 100,000 copies, $450 00, or 50 PER CENT. upon the ABOVE PRICES may be SAVED by using MAURICE'S PATENT AUTOGRAPHIC PRINTING PRESS, for OFFICES, &c., $60 00. A young boy can manage the press with the greatest facility.—MAURICE'S PATENT STATE RIGHTS are SOLD at MODERATE PRICES. All kinds of Lithographic work is done with the greatest care at the lowest prices. MAURICE'S PATENT AUTOGRAPHIC AND LITHOGRAPHIC PRINTING, WRITING AND ENGRAVING ESTABLISHMENT, 10 North William street, N. Y. ja29-f m w 39t§

LEGAL NOTICES.

UNITED STATES MARSHAL'S OFFICE, EASTERN DISTRICT OF PENNSYLVANIA. PHILADELPHIA, Jan. 29, 1869. This is to give notice: That on the 27th day of January, A. D. 1869, a Warrant in Bankruptcy was issued against the Estate of JACOB KOLLER, of Philadelphia, in the County of Philadelphia and State of Pennsylvania, who has been adjudged a Bankrupt, on his own Petition; that the payment of any debts and delivery of any property belonging to such Bankrupt, to him or for his use, and the transfer of any property by him are forbidden by law; that a meeting of the creditors of the said Bankrupt, to prove their debts, and to choose one or more assignees of his estate, will be held at a court of bankruptcy, to be holden at No. 530 Walnut street, in the city of Philadelphia, before WILLIAM McMICHAEL, Esq., Register, on the 25th day of February, A. D. 1869, at 3 o'clock P. M. P. C. ELLMAKER, ja29 f,3t§ U. S. Marshal, as Messenger.

IN THE ORPHANS' COURT FOR THE CITY AND COUNTY OF PHILADELPHIA.—Estate of WILLIAM GRAHAM, deceased.—The Auditor appointed by the Court to audit, settle and adjust the first and final account of WILLIAM J. KENNEDY, Administrator of the estate of WILLIAM GRAHAM, deceased, and to report distribution of the balance in the hands of the accountant, will meet the parties interested, for the purpose of his appointment, on TUESDAY, February 9, 1869, at 4 o'clock P. M., at his office, No. 707 WALNUT street, in the city of Philadelphia. ja29 f m w 5t* GEORGE D. BUDD, Auditor.

IN THE ORPHANS' COURT FOR THE CITY AND County of Philadelphia.—Estate of JOHN B. TAULANE, dec'd.—The auditor appointed by the Court to audit, settle and adjust the account of GEO. TAULANE and EDWARD TAULANE, JR., surviving Executors of JOHN B. TAULANE, dec'd, and to report distribution of the balance in the hands of the accountants, will meet the parties interested for the purpose of his appointment, on MONDAY, the 8th day of February, A. D. 1869, at 4 o'clock P. M., at his office, No. 271 South Fifth street, in the city of Philadelphia. ja27-w f m-5t§ JOSEPH A. CLAY, Auditor.

IN THE ORPHANS' COURT FOR THE CITY AND County of Philadelphia.—Estate of DANIEL McCLOSKEY, deceased.—The Auditor appointed by the Court to audit, settle and adjust the account of MARY ANN McCLOSKEY, Administratrix of DANIEL McCLOSKEY, deceased, and to report distribution of the balance in the hands of the accountant, will meet the parties interested for the purpose of his appointment, on TUESDAY, February 9, 1869, at 3 o'clock, P. M., at his office 142 South Sixth street, in the City of Philadelphia. J. HERVEY BRYAN, ja27-wfm-5t§ Auditor.

ESTATE OF HENRY PARKER, DECEASED.—Letters testamentary upon the estate of HENRY PARKER, deceased, having been granted to the undersigned, all persons indebted to said estate are requested to make payment, and all persons having claims against said estate are requested to present them to SARAH PARKER, Executrix, 1409 Moyamensing avenue, or to her Attorney, G HARRY DAVIS, ja27-w-f-m6t 727 Walnut street.

IN THE ORPHANS' COURT FOR THE CITY AND County of Philadelphia.—Estate of MARY DIVEL, deceased.—The Auditor appointed by the Court to audit, settle and adjust the account of J. P. REINBOTH, Executor of the last will and testament of MARY DIVEL, deceased, and to report distribution of the balance in the hands of the accountant, will meet the parties interested for the purpose of his appointment, on TUESDAY, the 9th day of February, 1869, at 4 o'clock, P. M., at his office, No. 619 Walnut street, in the city of Philadelphia. ja27 w f m5t

IN THE COURT OF COMMON PLEAS FOR THE CITY AND COUNTY OF PHILADELPHIA.—ELLEN M. SPEAD, by her next friend, GEORGE H. MITCHELL vs. WILLIAM H. SPEAD. In Divorce. September Term, 1868, No. 28. To WILLIAM H. SPEAD: Take notice that the Court has granted a rule on you to show cause why a divorce *a vinculo matrimonii* should not be decreed in this case, returnable Saturday, February 13th, 1869 at eleven o'clock A. M. personal service having failed in consequence of your absence. WM. VODGES, fe1 5 8 11* Attorney for Libellant.

ESTATE OF MARGARET FARREN, DECEASED.—Letters of administration upon the estate of MARGARET FARREN, deceased, having been granted to the undersigned, all persons indebted to said estate are requested to make payment, and those having claims against the estate to present them to the Administrator, 216 North Second street, or EDGAR B. PETIT, 138 S. Sixth street. ja1-6t

FLEMING VS. FLEMING. COMMON PLEAS, December Term, 1868, No. 4. "In Divorce." To EMMA SUSAN FLEMING, respondent—Madam: You are hereby notified that the interrogatories and memorandum of witnesses have been filed in the above case, and that the testimony on the part of the libellant will be taken before AMOS J. KELLY, ESQ., Examiner, at No. 307 North Fifth street, in the city of Philadelphia, on the 18th day of February, A. D. 1869, at 3½ o'clock P. M. H. G. HARTRANFT, Attorney for Libellant. JANUARY 27, 1869. ja28-15t*

BORDEN'S BEEF TEA.—HALF AN OUNCE OF THIS extract will make a pint of excellent Beef Tea in a few minutes. Always on hand and for sale by JOSEPH B. BUSSIER & CO., 108 South Delaware avenue.