Fortieth Congress—Third Session.

[CLOSE OF YESTERDAY'S PROCEEDINGS.]

SENATE.—Mr. Sumner moved to take up the joint resolution granting a pension to Mrs. Lincoln. Carried.

Mr. Sumner moved to fill the blank with the words "five thousand dollars."

Mr. Conkling asked for the reading of the report of the Committee on Pensions on the resolution, which was read. It sets forth that the committee see no legal ground upon which Mrs. Lincoln's request can be granted.

Mr. Davis said he could not vote for the resolution, because it proposed a dangerous innovation on our pension law.

Mr. Conness moved to amend by striking out "pension," and inserting "allowance." He thought that by putting the appropriation in that form no one would object to it.

Mr. Hendricks could not vote an allowance, because it would be introducing into the United States the mischievous system of government annuities, which had been found so oppressive to the people of other countries.

Mr. Howard was in favor of granting Mrs. Lincoln a pension as the widow of the Commander-in-chief, slain by an assassin acting in the interest of the rebellion.

Mr. Van Winkle said he was in favor of granting her an annuity in some other form, when he was satisfied she needed it.

Messrs. Morton and Yates were in favor of granting her a pension.

Mr. Van Winkle stated that he had been informed Mrs. Lincoln got $30,000 out of her husband's estate, which, with the balance of his salary for the year in which he was killed, gave her $50,000, a very comfortable sum, he thought, for a single lady, whose children were grown up and otherwise provided for.

Mr. Conness withdrew the amendment, and was willing to vote for the appropriation as a pension, allowance, payment, or anything else, so that Mrs. Lincoln should get the money.

Mr. Patterson (N. H.) stated that he had been a member of the committee in the House, to which the first proposition to grant Mrs. Lincoln a pension had been referred, and he remembered that Judge Davis, the executor of Mr. Lincoln's estate, had stated before the committee that he had divided among the members of the family $70,000.

Mr. Sumner stated that he had proposed to fix the sum at $5,000 per annum, first, because if the proposition made very soon after Mr. Lincoln's death, to give his widow his salary for the whole of his term had been carried out, the interest on that salary would be about $5,000 a year; and second, because the Senators had voted themselves each an annual salary of $5,000, and he did not see how they could well vote a less sum as a provision for the widow of the martyred President.

Mr. Ferry here moved to take up the regular order of business, the Washington market bill.

Mr. Nye appealed to him to let the Senate vote upon the resolution to give Mrs. Lincoln a pension. The market bill was merely of local interest, while the action of Congress in regard to the other would go out to the country and to the world.

Mr. Ferry's motion was carried—yeas 21, nays 19—and the Washington market bill was before the Senate.

Mr. Morton moved to suspend the order and take up the bill repealing the Tenure of Office act, which it was very necessary should pass within a day or two. Mr. Edmunds also desired to have the bill acted upon, and Mr. Sherman also wished it disposed of, saying he was in favor of unconditionally repealing the Tenure of Office act.

Mr. Ferry hoped the market bill would be acted upon, as it was intended to give the people of Washington decent market accommodations.

After further discussion as to the order of business, Mr. Fessenden, despairing of getting anything done to-day, moved to adjourn, but afterwards substituted a motion to proceed to the consideration of executive business, which was carried; so at 2.45 the Senate went into executive session, and soon after took a recess until 7 P. M.

Evening Session.—The first part of the session was devoted to the consideration of pensions, reported from the Committee on Pensions.

On motion of Mr. Stewart, the Senate took up the House bill, removing political disabilities from a great many persons (named in the bill) in the Southern States.

The bill was passed by a unanimous vote.

On motion of Mr. Conkling, the House resolution, authorizing the Secretary of War to allow the New York and Oswego Railroad Company to lay their rails on certain lands belonging to the United States, was taken up and passed.

Adjourned.

HOUSE.—The House then resumed the consideration of the bill reported on Saturday from the Committee on Banking and Currency, supplementary to the National Banking bill, Mr. Blaine (Me.) in the Chair as Speaker *pro tem.*

Mr. Barnes addressed the House in elucidation of the principles and objects of the bill.

Mr. Coburn followed in advocacy of the amendment which he offered last Saturday in reference to the redistribution of bank circulation.

Mr. Randall made an argument in advocacy of the amendments reported from the Committee on Banking and Currency, the principal one being to strike out the fourth section of the Senate bill, and to substitute for it the following:

"That upon the transfer and delivery of the United States bonds to the Treasury of the United States, as provided for in section 16 of the act to which this is supplementary, the Comptroller of the Currency may furnish to the association making such transfer and delivery circulating notes of different denominations, in blank, registered and countersigned, as provided in the act to which this is supplementary, equal in amount to ninety per centum of the current market value of the United States bonds so transferred and delivered, but not exceeding ninety per centum of the amount of said bonds at the par value thereof, if bearing interest at a rate not less than five per centum per annum, and the amount of such circulating notes to be furnished to each association shall not be more, in proportion to its paid-up capital, than as follows: To each association whose capital shall not exceed $200,000, 80 per centum of such capital; to each association whose capital shall exceed $200,000, and shall not exceed $500,000, 70 per centum of such capital; to each association whose capital shall exceed $500,000, and shall not exceed $1,000,000, 60 per centum of such capital; to each association whose capital shall exceed $1,000,000, 50 per centum of such capital; but no association shall have an amount of circulating notes exceeding $1,000,000. Every association having a larger amount of circulating notes than is herein prescribed, shall, "as soon as practicable," withdraw from circulation, and return to the Comptroller of the Currency, "to be cancelled," all its circulating notes in excess of the amounts herein prescribed, and on failure to withdraw, "from any cause," such excess of circulating notes before Oct. 1, 1869, the Treasurer of the United States is hereby required to thereafter retain and hold any interest which may become due on any bonds deposited in the Treasury belonging to such association until such reduction is made. And it is further made the duty of the Comptroller of the Currency to require, "in such manner as he may deem expedient, all national banking associations having circulation in excess of the amounts herein prescribed, to withdraw and return to the Comptroller of the Currency such excess of circulating notes, and the Comptroller of the Currency shall issue to banking associations which may be organized under the provisions of this act to which this act is supplementary, in the States of Kentucky, Missouri, Virginia, North Carolina, South Carolina, Tennessee, Georgia, Alabama, Florida, Mississippi, Louisiana, Texas and Arkansas, circulating notes, as provided in this act, to an amount not exceeding $12,000,000, and to new banking associations which may be organized under the provisions of the act to which this act is supplementary, in the States and Territories, other than those above named, which have heretofore secured the least ratable proportion of circulating notes, equal to the remainder of the circulating notes directed under the provisions of this act to be withdrawn and returned; provided that the circulation hereby authorized to be issued shall be issued only as the circulation is withdrawn and returned; provided, that the aggregate of circulation of national banking associations shall not at any time exceed $300,000,000.

Mr. Pomeroy moved the previous question on the bill and amendments, which was seconded with the understanding that the vote would be taken to-morrow, and then at half-past four the House took a recess till half-past seven. The House evening session to be for the consideration of the internal revenue bill.

Evening Session.—The House re-assembled at half-past seven in Committee of the Whole, Mr. Scofield in the chair, and resumed the consideration of the tax bill.

Mr. Allison, from the Committee of Ways and Means, offered a large number of amendments, chiefly verbal, to the tobacco sections, which were formally agreed to.

The only amendments of importance seem to have been as follows: To require stamps to be purchased only from the Collector of the district; to change the tax on paper cigarettes so as to make it read; "On cigarettes of paper, not exceeding one pound four ounces per thousand, 40 cents per thousand. On cigarettes of paper, exceeding one pound four ounces, and not exceeding three pounds per thousand, $1 50 per thousand; and providing that all cigars now held in any United States bonded warehouse, subject to import duty, shall pay the same duty as though imported after the passage of this act."

All the amendments of the Committee of Ways and Means having been disposed of, Mr. Holman offered a new section to tax the interest on United States bonds ten per cent. There being no quorum voting the amendment was withdrawn, with the understanding that it might be offered in the House.

Mr. Randall offered a new section, making it unlawful for the Commissioner of Internal Revenue to refund any money paid on account of interest taxes and where the sums exceed $500, and providing that all such claims for taxes improperly paid shall be presented by the claimant in the United States District Court, in the district where the revenue was collected.

After considerable discussion and some modifications, not affecting the substantial merits of the amendment, it was agreed to.

On motion of Mr. Moorhead, the paragraph taxing tobacco 16 cents per pound was amended by making it apply also to twist.

The committee rose and reported the bill to the House.

Mr. Holman offered his amendment taxing the interest on United States bonds ten per cent.

Mr. Allison then moved the previous question on the bill and pending amendment.

The previous question was seconded, and all the amendments adopted in Committee of the Whole were agreed to.

Mr. Holman's amendment was then rejected, there being only eight affirmative votes.

The bill was then passed, and the House, at 9 P. M., adjourned.

Pennsylvania Legislature.

HARRISBURG, Feb. 16.

SENATE.—The Senate met at 2 P. M.

Mr. Olmstead introduced and had passed a bill to allow the Buffalo and Washington Railroad Company to borrow money to complete and equip their road.

Mr. Fisher rose to a question of privilege, and said that on Friday he had asserted that Mr. Witham had been wrongfully deprived of his seat as Representative from Philadelphia. He now desired to say he did not intend, by the remark, to reflect on Mr. Bunn or the committee, but on the witnesses, whom he believed to be perjured villains.

The following bills on the private calendar were passed finally:

One changing the time of certain elections in Lancaster city, and for other purposes.

One requiring the Prothonotary of the Court of Common Pleas of Schuylkill county to provide stationery for the courts.

One changing the time of holding the elections in Lebanon county.

One exempting from taxation the Industrial Home for Girls, in the Third Ward, Philadelphia.

One for the punishment of cruelty to animals in Philadelphia. (This bill provides for the punishment of cruelty to animals; for receiving money for admission to bull, bear, dog or cock fights; for carrying creatures in vehicles in an inhuman manner, and for abandoning to die in any public place any maimed, sick or disabled creature.)

One authorizing the appointment of an inspector of petroleum for Lancaster county.

One authorizing the authorities of Lebanon to borrow money to pay off indebtedness.

One supplementary to the act to incorporate the Church Extension Society of the United States.

One authorizing the Wilkesbarre and Pittston Railroad Company, now the Danville, Hazleton and Wilkesbarre Railroad Company, to erect a telegraph along their line, and connect their railroad with the Lehigh Valley Railroad at Hazleton or Janesville.

One incorporating the Richard Street Railway Company, in Bucks county.

House bill allowing the Philadelphia, Reading and Pottsville Telegraph Company to use lines along any roads controlled by the Philadelphia and Reading Railroad Company.

One authorizing the Wilmington and Reading Railroad Company to borrow money to build branches.

One supplementary to the act providing for laying out Mount Airy avenue, relative to damages.

One allowing the Blockley and Merion Turnpike Company to increase certain tolls.

One fixing the fees and duties of certain officers in Philadelphia. (This is the bill offered by Mr. Connell, and is to take effect upon the expiration of the terms of the present incumbents.)

A supplement to the act to enable the South Ward, in Chester, to procure a supply of water.

An act to incorporate the Douglassville and Monocacy Turnpike Company.

The supplement to the Park bill and the Police bill were both objected off the calendar, and will be postponed for one week. Also, the House bill to vacate Buck road from Tenth to Twelfth streets.

A bill was considered exempting the property of certain lodges of Odd Fellows in Philadelphia and elsewhere from taxation. It was defeated by a vote of 21 to 9, after a speech made by Mr. Nagle, who said that they had no just claim to such exemption.

The bill and others of this class would take thousands of dollars, from the Treasury, and the tax-payers would suffer. The citizens generally had as much right to have their property exempted as these associations. Mr. Nagle hoped that all such bills would be defeated.

The House bill exempting the property of the German Society from taxation was passed upon the representation that it was a purely charitable organization.

An act authorizing the East Pennsylvania Eldership of the Church of God to remove dead bodies from their church at Germantown was passed.

Senator Connell's bill limiting the fees of the officers of the State House Row was passed and sent to the House. Adjourned.

HOUSE OF REPRESENTATIVES.—The morning session was principally occupied by the consideration of more than a hundred private bills, affecting ferries, plank roads, poor houses, pensions, &c., in the interior counties of the State. The following were also passed, and sent to the Senate for concurrence:

Authorizing the Philadelphia and Reading Telegraph Company to build lines in the coal region.

Authorizing the East Pennsylvania Railroad Company to declare stock dividends.

Authorizing William B Severn, of Philadelphia, to sell certain real estate.

Authorizing courts to incorporate building and loan associations.

The following Senate bills were also passed:

Establishing the office of interpreter of the Philadelphia courts. (Appointment by the Governor.)

Repealing the act relative to party walls in West Philadelphia.

Supplement to act incorporating the Provident Life and Trust Company of Philadelphia.

Supplement to act incorporating the Union Passenger Railway (authorizing double track on Spring Garden street.)

Mr. McGlinnis objected to an act exempting the property of the Young Men's Christian Association from taxation, and it was postponed.

Mr. Rogers objected to an act to incorporate the Philadelphia Iron Diking Company. Postponed.

Mr. McGlinnis objected to an act relative to incompatibility of members of Council to office; also, to an act exempting certain real estate of the Home Missionary Society from taxation. Postponed.

A contest took place over an act relative to the collection of school tax in Solebury township, Bucks county. Messrs. McMiller and McKinstry favored an amendment, which it was claimed by Mr. Beans (Bucks), in a lengthy speech, would destroy the vitality of the bill. The amendment was finally defeated by a vote of three to one, a majority of a quorum not voting for it. Adjourned.

The New British Parliament.

LONDON, Feb. 16.—The formal opening of the new Parliament, postponed last year in consequence of the resignation of Disraeli's ministry, took place this afternoon. The members of the House of Commons were summoned to attend at the bar of the Chamber of Peers to hear the royal speech. The Queen was not present, but her Majesty's speech was delivered by royal commission, and was read to the assembled houses by the Lord Chancellor. The speech is in substance as follows:

"The Queen assures the Lords and Commons that the relations of Great Britain with all foreign Powers are at present on an excellent footing. The hostilities, which threatened to break out in the East, have been prevented by a conference of the great Powers at Paris.

"The hope is expressed that the negotiations with the United States will place on a firm and durable basis, the friendship which should ever exist between England and America.

"The disturbances in New Zealand are to be regretted, but the Queen is sure that prudence and moderation on the part of the government will prevent a recurrence of such unhappy events.

"The estimates which will be laid before the House of Commons by the ministers are framed on the basis of economy, coupled with efficiency, in the administration of the service. The continued suppression of the writ of *habeas corpus* in Ireland is regarded as unnecessary.

"The ecclesiastic arrangements for Ireland are to be considered by Parliament." On this subject the Queen concludes as follows:

"I am persuaded that a careful regard will be had to the interests involved, and that through the application of principles of equal justice to the question before them, that Parliament will secure the undivided feeling of the people of Ireland on the side of loyalty and law, efface the memory of past contention, and cherish the sympathies of an affectionate people."

The Insurrection in Cuba.

The New York *Herald's* special from Havana, February 13, by way of Key West, February 16, says:

The Captain-General has issued a decree abolishing the freedom of the press, and re-establishing the censorship. Military trials are also restored. General Dulce has threatened with severe punishment those who continue in rebellion after the leniency and amnesty extended to them.

Many Spaniards, as well as the lower classes of the people, are opposed to the policy adopted by Dulce. The members of the Cuban party are alarmed, and continue to fly from the island in large numbers.

Gold is quoted at 8 per cent. premium.

The citizens are to raise $25,000,000 for the government. Five battalions of volunteers are organizing.

Representations have been sent to Washington in regard to imprisoned American citizens.

Dulce has refused to listen to appeals in their behalf by the American Consul, because the latter is considered to have no diplomatic character. The Spaniards threaten to exterminate the disloyalists who continue in revolt after the amnesty proclamation. In this respect the soldiers sympathize with the Spaniards, and neither the volunteers nor the government will be able to protect the members of the revolutionary party from violence. The rebel forces in the districts of Villa Clara and Cienfuegos number over 5,000. They are divided into three parties, one near Cienfuegos, another near Caminagua, and a third near Manicaigua. They have destroyed the railways and telegraph lines. Great confusion prevailed at Trinidad. Railroad and telegraph communication with that city is cut off. Great numbers of young men are leaving the cities and joining the rebellion. An engagement took place at San Cristoval. The rebels were commanded by Garcia Presto. The government troops were defeated and compelled to retreat. It is supposed that the object of Presto is to aid the landing, at Port Mullattos, of an expedition under Cisneros.

An action took place at Guanasccy, in which twenty Spaniards were wounded. The rebels held the line of railroad between Sagua and Villa Clara. Twelve persons have been arrested at Cardenas, among them the British Consul. Advices from Santiago to the 5th instant have been received. Heavy rains had fallen, and had produced much sickness among the troops, and military operations were suspended in consequence. The arrival of troops from the army of Valmaseda had baffled a plot of the Creoles, who intended to take the city by surprise on the following Sunday. The antagonism between the parties in that city was increasing, and an outbreak was imminent. The police, being unpaid, have abandoned their duty. The cholera is raging with increased violence.

A grand parade of the volunteers will be held on Sunday week. Alcalde Ecvy and some prominent notaries have been arrested. The Banco subscribes $450,000 to equip and sustain volunteers. Advices from Nuevitas are to the 11th instant. An encounter took place in that vicinity, in which the insurgents lost thirty killed and wounded, including Dr. Argilagos.

A portion of the volunteers have arrived at Gebara from Holquin, and the rebels have disappeared from that quarter.

The Remains of Wilkes Booth.

The special Washington despatch to the *Inquirer* of Feb. 16 says:

Yesterday President Johnson directed an order to issue from the War Department to deliver the remains of John Wilkes Booth, interred at the Arsenal, to the undertaker from Baltimore, and the Secretary of War having issued such an order, the undertaker immediately proceeded to the Arsenal, when General Ramsey gave the necessary directions, and the remains were exhumed and placed in a wagon and started to No. 335 F street.

Mr. Weaver came here on Friday last with a letter from Edwin Booth to the President, making a request for the remains. President Johnson, after reading it, requested him to call yesterday, when he would give an answer. The letter was a very short one, and stated that he (Mr. Booth) had every confidence in Mr. Weaver, who would place the body in his private vault until the remains could be transferred to the City Cemetery, near Baltimore, and placed beside those of their father. He also requested, in behalf of his afflicted mother, the return of the trunk of his brother.

Yesterday, according to promise, Mr. Weaver, with Mr. Harvey, waited on the President, and a proper order for the body was given, and as before stated, they proceeded to the arsenal, where the body was taken up and delivered to them about five o'clock. On arriving at the arsenal, it was found, notwithstanding every precaution had been taken to keep the removal secret, that a number of persons who surmised that something was going on, had gathered about the door, and to avoid the crowd, the remains were taken to the stable of the firm, it being the very same in which Booth kept his horse, and fronting on the alley from whence he made his escape after the murder of the President. Here a common deal, unpainted coffin was brought forth, and the remains were placed in it to be taken to Baltimore.

The box in which the remains were originally interred was much decayed, and on its top was found a painted board, with Booth's name, and on taking off the lid the remains were found to be wrapped in two or three gray blankets, and in a fine state of preservation. The coat and vest were in a good condition, as also the pantaloons, except that the portion of one leg appeared to have been cut off. The cavalry boot on the left leg was in extra good condition, looking to be nearly new, and the shoe on the right foot, a common brogan, which he procured at Mudd's house, had a slit cut down the front, but was otherwise in a good condition.

In consequence of the want of time, there was but little examination of the remains made at the stable, but it was observed that the head was not connected with the body, and that one or two of the vertebræ, as also the small bone of the leg, were missing. It was also observed that the hair of the deceased was in a good state of preservation, the long curly locks looking as if they had been subjected to the barber's hands. Mr. Weaver left with the remains in the half-past seven o'clock train last evening, and took them immediately to his establishment, on West Fayette street, and to-day will place them in one of his patent caskets, covered with black cloth and silver mounted, and place them in his vault, at Greenmount, to await the arrival of the relatives.

[Translated for the Phila. Evening Bulletin.]

HOUSEHOLD RECIPES.

BY BARON BRISSE.

FRAGMENTS OF HARE AND MUSHROOMS.—At this season the hare is well grown. If, for the sake of effect, an animal has been spitted and presented entire, it will be strange, however redoubtable the eaters, if some of him does not go back again to the kitchen. Now here is the way to make him return with a welcome to the dining-room:

Hare and Mushrooms.—Cut the remains of the roast hare into strips the size of a finger, endeavoring to exclude all the bones. Blanche some mushrooms, drain them, and chop them small with a little parsley and raw onion.

Cut bacon into dice, fry them slightly in butter, distribute them on the bottom of a dish, sprinkling them with powdered crumbs; cover them with a layer of the chopped mushrooms, lay on this the pieces of roast hare, seasoned with salt and pepper, on these again a layer of mushrooms, strew over all a bed of powdered crumbs with lumps of butter at equal distances over the top, moisten with a little broth, lay the dish on a gentle fire, cover with the lid, and serve when the crumbs have browned.

French taste demands a dash of vinegar. If you have no broth, substitute the water in which the mushrooms were boiled, with a slight flavor of vinegar; in this case do not sprinkle the dish with the latter.—*Petit Journal.*

THE COURTS.

The Dempsey Murder.

[CONCLUSION OF YESTERDAY'S PROCEEDINGS.]

OYER AND TERMINER — Judges Ludlow and Brewster.—Officer James Ross, sworn—A little past 10 o'clock on the night of this occurrence I went with Robert Dempsey to the house in Arrison avenue; Mrs. Donahue was there crying, and holding a baby in her arms; I asked her what the matter was, and with that Donahue came out of the kitchen, having on pants and undershirt; both of his hands were as if they had been washed with blood, he said, "Officer, I give myself up; I did the deed;" then he put a knife down upon a little table; I then took the candle and went up stairs, and saw a man lying on the second story floor; he was still breathing very hard, and there was a great deal of blood about the room; I went down then for Doctor Hooker; I remained in the house all night and next day, until the Coroner came.

Mary Donahue, sworn—I am the daughter of the accused. On the night of this occurrence mother and the baby were in bed; father was up puttying a book-case with his knife, and I was sitting up with him; when he was ready to oil the book-case, I told him to give me the oil and brush and let me do it; which he did, and then went to bed; I heard Mr. Dempsey come up two or three steps of the stairway, and he called my father some names; our room door was closed; Dempsey went down, and about twenty minutes afterwards came to the landing of our floor and said: "This place stinks from that Joe in there;" father was still awake; Dempsey went on to say, "The brute hasn't pluck enough to come out while I fight him;" father said nothing; Dempsey cursed, but father made no reply; Dempsey called him a son of a b——; then my father sprang out of bed, and mother seized him, crying: "O! Joe, don't go out;" but my father got away from her, and ran toward the door; I did not see the knife; when he got out he left the door a little open, but when he got outside I could not see him; mother ran down stairs with little Nellie, and I got behind the partition near the back window, in order to get away; from that place I could not see the door; when I came from behind the partition I took the candle from the chair and ran down; the two men were struggling in our room, towards the front window; afterwards I went up for my father's coat, and then, for the first time, saw Dempsey lying on the floor: I saw no blows struck; when Dempsey started up stairs, mother said to father: "Now, Joe, you must not mind the old man, for he is in liquor."

Cross-examined—When Mr. Dempsey first started up stairs, he said, "you brute, you sued me with the law, and I'll sue you with my fist;" the light in our room was from a coal oil lamp on the chimney, a candle on the chair in the middle of the room, and a candle on the lower step of the stairway to the third floor; that I could see through the open door; I could have seen if there was any blood on the floor when I left, but there was none; the men were struggling in the corner; one pushing the other over the rocking chair, and Dempsey was on top; I left them so struggling.

Lieutenant Connelly and several other officers testified that at the station-house the prisoner stated he had taken out a Sheriff's writ against Dempsey, but could get no one to serve it, and had done this deed to protect himself; when asked where he had cut the deceased, he answered, "I went for his neck."

Here the Commonwealth closed and the Court adjourned until this morning.

CITY BULLETIN.

FIRE.—About eight o'clock last evening a fire was discovered in the double four-story building, partly brick and partly frame, located in Lybrand street, below Vine, immediately in the rear of Thomas B. Parker's wheelwright shop, which fronts on Broad street. A portion of the structure was occupied by the firm of Rowland & Irvin for the manufacture and storage of flour barrels, and Mr. Parker stabled a number of mules on the premises. The northern end of the building was used as the stable, and in the haymow the fire originated. The animals on the first floor were all safely removed, but two of the number, stabled on the second floor, perished in the flames. One of the mules fell through a hatchway, and escaped without any injury whatever, making an escape through the wheelwright shop into Broad street.

The prompt arrival of the firemen prevented the flames from spreading, and thus saved from destruction an immense amount of valuable property. The entire upper portion of the building was burned out, together with its contents, causing a loss of about $10,000, which is fully insured. The fire is supposed to have been the work of an incendiary.

STOLEN GOODS TRACED.—On Friday night last, the factory of Caldwell & Campbell, on Naudain street, was broken into and robbed of a number of balmoral skirts and other property. Some of the stolen skirts were obtained at the pawn office of John Coney, on South street, where they had been pledged by Mary Doran. She was arrested on the charge of receiving stolen goods, and had a hearing before Alderman Kerr, when testimony was heard in respect to the robbery, and to the pledging of the stolen goods; also, that they were left with Mrs. Doran to be pledged by two young men, named Hugh Green and Robert Mayberry. Green was a few weeks ago bound over by Ald. Kerr, to answer the charge of attempted robbery at the grocery store of Mr. John Stockdale. Mary Doran was held to bail yesterday for her appearance at Court.

THAT FINGER.—Last evening it was discovered that the finger found at Passyunk road and Christian streets, yesterday morning, was from the hand of a young woman named Martha Sockum, residing on Eighth street, below Dickerson. It was lost in a singular manner. She had placed a bundle of washed clothes in a cart and got into it to ride a few squares, and in getting out the ring on the finger was caught upon some projection at the tail of the cart, and the finger torn entirely off and left on the street, while she was taken to a neighboring drug store and thence to the Hospital.

THE HIGH SCHOOL ALUMNI.—The 27th annual meeting of the High School Alumni was held last evening at the Central High School, to listen to the annual address. John D. Watson, Esq., presided. William McMichael, Esq., delivered the introductory address. At the close of Mr. McMichael's address, Edward R. Worrell, Esq., the orator of the evening, was introduced. His subject, "Richard I.," was treated at length and with ability.

THE MERCANTILE LIBRARY.—The annual election for Directors of the Mercantile Library Company to serve for three years, took place yesterday, with the following result: Joseph C. Grubb, S. E. Harlan, Charles M. Taylor, E. K. Stevenson, Edward Taylor, John S. Weimer. Under the amended charter, the remaining twelve members, chosen last year, hold over, six for one year more, and three for two years.

PASSENGERS ARRIVED.

In steamer Wyoming, from Savannah—J L Moseley and son, H C Biddle, Mrs Martin and son, Rev J A Harrold, Mrs Cassiday, Jas Murtha, B Borchert, Henry Stiles.

IMPORTATIONS.

Reported for the Philadelphia Evening Bulletin.

SAVANNAH—Steamship Wyoming, Captain Teal—10 bales cotton S P Blake, Jr; 99 do 14 bbls syrup Cochran, Russell & Co; 104 do 8 bales yarn Claxhorn, Herring & Co; 63 half bbls 68 empty kegs Chas Engel; 31 bales cotton Wm M Greiner; 1 box Hansell & Sons; 105 bales cotton 9 cks rice 204 hides 5 bales do 2 pkgs mdse Wm L James; 6 bales cotton Thos Kennworthy; 10 do Miller & Bro; 68 empty bbls 205 half do Massey, Huston & Co; 170 bales cotton R Patterson & Co; 46 empty carboys Powers & Weightman; 77 bales cotton Randolph & Jenks; 24 do H Sloan & Sons; 13 bbls 8 do old iron 12 pairs railroad wheels 38 bales paper stock E Samuel; 26 bbls rosin D S Stetson & Co; 17 bales cotton R D Wood & Sons; 20 do yarns A Whilldin & Sons; 73 do cotton order.

SAGUA—Bark Linda, Wicks—473 hhds sugar 20 tcs do 2 bbls do 60 bbls molasses S & W Welsh.

BOARD OF TRADE.

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

MOVEMENTS OF OCEAN STEAMERS.

TO ARRIVE.

SHIPS	FROM	FOR	DATE
Bellona	London	New York	Jan. 30
Nevada	Liverpool	New York	Feb. 2
Aleppo	Liverpool	New York via B.	Feb. 3
Virginia	Liverpool	New York	Feb. 3
Baltimore	Southampton	Baltimore	Feb. 4
India	Glasgow	New York	Feb. 5
North American	Liverpool	Portland	Feb. 4
Allemannia	Havre	New York	Feb. 6
Cuba	Liverpool	New York	Feb. 6
Tarifa	Liverpool	Boston & N York	Feb. 9
Main	Southampton	New York	Feb. 9
City of Antwerp	Liverpool	New York	Feb. 10
Denmark	Liverpool	New York	Feb. 10
Moravian	Liverpool	Portland	Feb. 11

TO DEPART.

City of Mexico	New York	Vera Cruz, &c.	Feb. 18
Pioneer	Philadelphia	Wilmington	Feb. 18
Siberia	New York	Liverpool	Feb. 18
City of New York	New York	Liverpool	Feb. 20
United Kingdom	New York	Glasgow	Feb. 20
America	New York	Bremen	Feb. 20
Eagle	New York	Havana	Feb. 20
England	New York	Liverpool	Feb. 20
St Laurent	New York	Havre	Feb. 20
Wyoming	Philadelphia	Savannah	Feb. 20
South America	New York	Rio Janeiro	Feb. 23
Etna	New York	Liverpool	Feb. 23
Allemannia	New York	Hamburg	Feb. 23
Cuba	New York	Liverpool	Feb. 24

MARINE BULLETIN.

PORT OF PHILADELPHIA—FEBRUARY 17.

SUN RISES, 6 50 | SUN SETS, 5 39 | HIGH WATER 6 46

ARRIVED YESTERDAY.

Steamer Wyoming, Teal, 70 hours from Savannah, with cotton, &c. to Philadelphia and Southern Mail SS Co.

Steamer Annie, Shaw, from Baltimore, with salt to A Kerr & Bro.

Bark Linda, Wicks, 11 days from Sagua, with sugar and molasses to S & W Welsh.

Schr Martha M Davis, Robinson, 1 day from Milford, with grain to Jas Barratt.

Schr Wm Townsend, McNitt, day from Frederica, Del. with grain to Jas L Bewley & Co.

Schr Olivia, Fox, 1 day from Odessa, Del. with grain to Jas L Bewley & Co.

CLEARED YESTERDAY.

Steamer Stars and Stripes, Holmes, Havana, Thos Wattson & Sons.

Steamer F Franklin, Pierson, Baltimore, A Groves, Jr.

Bark Der Turner (NG), Reetzke, Cork or Falmouth, Warren & Gregg.

Bark Brother's Pride (Br), Smith, Matanzas, C C Van Horn.

Brig Jas Baker, Phelan, Cardenas, Warren & Gregg.

Schr Hattie Paige, Haley, Port Spain, Trin. T Wattson & Sons.

Schr C E Elmer, Corson, Kingston, Ja. D N Wetzlar & Co.

MEMORANDA.

Ship Tecumseh, Peterson, from New York 23d Oct. for San Francisco, was spoken 29th Dec. lat 56 47 S, lon 70 51.

Ship Cutwater, Creelman, for Rangoon, remained at Hong Kong 14th inst.

Ship Pocahontas, Devens, from Boston 17th May via Rio Janeiro 2d Dec. for San Francisco, was spoken Dec. 31, lat 56 04 S, lon 73 48.

Steamer Tonawanda, Jennings, hence at Savannah yesterday.

Steamer Norman, Crowell, hence at Boston yesterday.

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

Steamer Ariadne, Eldridge, from New Orleans 6th inst. at New York yesterday.

Steamer Bellona, Pinkham, cleared at London 30th ult. for New York.

Steamer Liberty, Reed, cleared at Baltimore 15th inst. for Havana and New Orleans via Key West.

Bark New York, Gibbs, unc. remained at Matanzas 6th instant.

Brig Nellie Clifford, Littlefield, was discharging at Demerara 23d ult.

Brig Union T (Br), Tufts, cleared at Matanzas 4th inst. for this port.

Brig Adeline Richardson, Wright, unc. remained at Matanzas 6th inst.

Brig Altavela, Thompson, was loading at Matanzas 6th inst. for Falmouth.

Brig Clara P Gibbs, Parker, remained at Matanzas 6th inst unc.

Brig Ida L. Ray, from St Martin's for this port, was spoken 14th inst off Fenwick Island Shoals.

Schr Brandywine, 5 days from Newbern, NC. at New York yesterday.

Schr J S Detwiler, cleared at Savannah yesterday for this port.

Schr H P Russell, Whitney, 70 days from Bristol, Eng. was going up to New Orleans 11th inst.

Schr Louis Frazier, Steelman, cleared at Baltimore 15th inst. for Savannah.

Schrs Z Steelman, Adams, and Georgie Deering, Willard, unc. remained at Matanzas 6th inst.

Schr L & M Reed, Steelman, hence at Boston 15th inst.

Schr L A May, Baker, sailed from Providence 13th inst. for New Castle, Del.

Schr E Closson, Coombs, 39 days from Bahia, at N York yesterday, with coffee, &c.

Schr Marvel, Quillin, from Delaware, and William & James, Outten, from Seaford, Del. at N York yesterday.

Schr Union Flag, Maloney, cleared at New York yesterday for Savannah.

Schr R Vanneman, Vanneman, cleared at New York yesterday for Jacksonville.

Schr Annie Freeman, from New Castle, Del. at Holmes' Hole 13th inst.

Schr N J Miller (Br), Dunham, from St John, NB. for this port, at Salem 14th inst.

Schr Lizzie Batchelder, English, was loading at Savannah 11th inst. for Navassa.

AMUSEMENTS.

MENDELSSOHN SOCIETY'S

SECOND SUBSCRIPTION CONCERT,

THURSDAY EVENING, FEBRUARY 18th, 1869,

AT MUSICAL FUND HALL.

CONDUCTOR............JEAN LOUIS

PIANIST............HUGH A. CLARKE

Tickets can be procured through members of the Society only, or at the Society's Office, No. 1230 Chestnut street (Louis Meyer's Music Store). fe15 m-w-2t

WALNUT STREET THEATRE. Begins at 7¾ o'clock. THIS (WEDNESDAY) EVENING, Feb. 17, MR. and MRS. BARNEY WILLIAMS. The Pathetic Irish Drama, entitled IRELAND AS IT WAS. RAGGED PAT, with Songs...MR. BARNEY WILLIAMS. JUDY O'TROT............MRS. BARNEY WILLIAMS. After which the beautiful comedy of THE ROUGH DIAMOND. MARGERY............MRS. BARNEY WILLIAMS. To conclude with the roaring Comedietta of THE HAPPY MAN. FRIDAY—BENEFIT OF MRS. BARNEY WILLIAMS.

MRS. JOHN DREW'S ARCH STREET THEATRE. Begins at 7½. LAST NIGHT BUT ONE OF "TAME CATS." THIS (WEDNESDAY) EVENING, February 17th, 1869, "TAME CATS." MR. HARRY LANGLEY............MRS. JOHN DREW. Aided by the Full Company. Concluding with Craig's perversion of "BARBE BLEUE." On FRIDAY, by particular desire, "A LESSON IN LOVE" and "BARBE BLEUE." SATURDAY—"A LESSON IN LOVE" And "LUKE, THE LABORER." In Rehearsal, "A VICTIM OF CIRCUMSTANCES," And "MUCH ADO ABOUT NOTHING."

MISS SUSAN GALTON'S CHESTNUT STREET THEATRE. THIS EVENING, CHING-CHOW-HI. THURSDAY EVENING, Two of Offenbach's Comic Operas, LA ROSE DE ST. FLOUR And LISCHEN AND FRITZCHEN. FRIDAY EVENING, BENEFIT OF MISS SUSAN GALTON, LA SONNAMBULA. SATURDAY EVENING—First performance of the Comic Opera, entitled FANCHETTE.

FOX'S AMERICAN VARIETY THEATRE. EXTRAORDINARY ENGAGEMENT OF THE ORIGINAL "JAPS." RISLEY'S "JAPS" and "ALL RIGHT" EVERY EVENING; Also, SATURDAY AFTERNOON at 2 o'clock.

INSTITUTION FOR THE BLIND, TWENTIETH and Race streets. EXHIBITION EVERY WEDNESDAY, at 3½ P. M. On and after February 17th the Price of Admission will be FIFTEEN CENTS. This advance is necessary to avoid overcrowding the room. fe15 3t§

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. je29-tf

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

HORTICULTURAL HALL. Tickets sold at the door and all principal music stores. Packages of five, $1; single, 25 cents. Engagements can be made by addressing G. BASTERT, 1231 Monterey street, WITTIG'S Music Store, 1021 Chestnut street, or ANDRE'S Music Store, 1104 Chestnut street. oc17-tf§

SPECIAL NOTICES.

CONCERT HALL.—LECTURE. Hon. ALEXANDER McCLURE. FRIDAY EVENING, February 19, 1869. Subject—LIFE IN THE ROCKY MOUNTAINS. Tickets, 50 cents. Reserved Seats at Trumpler's Music Store, No. 926 Chestnut street. Doors open at 7 o'clock. Lecture at 8 o'clock. fe16-5t*

NOTICE TO THE HOLDERS OF THE 7 PER CENT PHILADELPHIA AND ERIE BONDS, DATED JULY 1st, 1855.

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, 1855, issued under the authority of the Act of Assembly approved March 9th, 1855, 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 PRESTON COAL AND IMP'T COMPANY, 326 Walnut street, Philadelphia. The Annual Meeting of Stockholders and Election for Directors of the Company will be held at this office on March 3d, WEDNESDAY, at 12 o'clock M. fe16 tmh3§ JNO. H. WIESTLING, Secretary.

OFFICE OF THE DELAWARE COAL COMPANY. PHILADELPHIA, Feb. 13, 1869. The Annual Meeting of the Stockholders of this Company, and an election for Directors, will be held at No. 316 Walnut street, on WEDNESDAY, the 17th day of March next, at 11 o'clock, A. M. fe13tomh17§ J. R. WHITE, President.

EDUCATION.

H. D. GREGORY, A. M., CLASSICAL AND ENGLISH School, No. 1108 Market street. ja25-1m*

TO RENT.

TO RENT.

SECOND-STORY FRONT ROOM,

HEATED WITH STEAM,

IN THE

NEW BULLETIN BUILDING,

607 Chestnut Street.

Apply in the Publication Office.

CREESE & McCOLLUM, REAL ESTATE AGENTS. Office, Jackson street, opposite Mansion street, Cape Island, N. J. Real Estate bought and sold. Persons desirous of renting cottages during the season will apply or address as above.

Respectfully refer to Chas. A Rubicam, Henry Bumm, Francis McIlvain, Augustus Merino, John Davis, and W. W. Juvenal. fe8-tf§

TO LET—THE BASEMENT OF STORE S. W. CORner of Eleventh and Chestnut streets. Rent low. Apply at the rooms of the AMERICAN BUTTON HOLE AND SEWING MACHINE COMPANY, on the premises. fe13-7t§

TO RENT—ON AN IMPROVEMENT LEASE—THE lot at the northwest corner of Market and Eighteenth streets, 74 feet on Market, by 180 feet on Eighteenth street, to Jones street. Apply to J. B. ENGLAND, 208 South Fifth street. fe13-6t*

OFFICES TO RENT. Desirable First Floor Offices in the WASHINGTON BUILDING, No. 274 S. Third street, below Walnut street, will be rented low to first class tenants. fe11 1m§

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§

MARKET STREET STORE TO LET.—FIXTURES for sale. Very desirable location. No. 1024, below the Bingham House. Apply on the premises. fe17-3t*

TO RENT—CHURCH STREET, NOS. 229 and 231. 30 feet by 120 feet; lower floor and basement. Counting-house and fireproof. All complete. fe13 s m w3t* Apply on premises.

FURNISHED HOUSE FOR RENT FOR ONE or two years, situate on Green street, west of Fifteenth. J. M. GUMMEY & SONS 733 Walnut St.

TO RENT.—A HANDSOME COUNTRY SEAT, with 4 Acres of Ground, Duy's lane, Germantown, with every convenience; gas, bath, hot and cold water, large stable, carriage house, ice-house, with 40 tons of ice; cow stable, chicken-house, and every improvement. Will be rented with or without Furniture on a lease. Apply to COPPUCK & JORDAN, 433 Walnut street.

TO RENT—THE HANDSOME COUNTRY SEAT, with 8 Acres of Ground, at Edgewater, N. J. Three minutes' walk from depot. Stable, Ice-house, over 100 Bearing Fruit Trees. The House—all improvements—will be rented on a Lease for three years. 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. 620 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. 621 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. ja25-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.

FOR SALE. AT MERCHANTVILLE, N. J., A very desirable NEW FRAME HOUSE, thirteen rooms, good style; bath, hot and cold water, and all the modern improvements, with a large FRONT YARD AND GARDEN. Easy of access per C. and B. Co. Railroad. Frequent trains leave via Market street Ferry. Inquire of S. G. CATTELL, No. 26 North Wharves, or at Merchantville. fe12 6t

WEST PHILADELPHIA PROPERTIES FOR SALE OR TO RENT. The Handsome Brown Stone RESIDENCES, Nos. 4106, 4110 and 4112 SPRUCE Street, and Gray Stone Double RESIDENCE, No. 4119 PINE Street. C. F. FELL & BRO., fe12-f-m-w-1m§ No. 120 South FRONT Street.

COUNTRY SEATS.—FOR SALE—ON THE bank of the Delaware, between Beverly and Edgewater, two (adjoining) of the healthiest and pleasantest homes, within sixteen miles of Philadelphia; with every modern convenience; hot and cold water, bath, gas, very fine stables and outhouses, —— acres of ground; the best water in the United States! No mud! ! One, 20 rooms, furnished, $30,000—the other, 16 rooms, $16,000. Apply to F. S. HOVEY, 231 Chestnut street, Philadelphia. fe12 6t*

FOR SALE — DWELLINGS — NINETEENTH and Seybert streets, $8,000. Camac street, above Montgomery avenue, with Furniture, $5,500; elegant Germantown Residence for sale or exchange, $20,000; North Broad street, elegant Brown Stone Residence, near Master; Warnock street, near Columbia avenue, $3,450; North Eleventh street, 12 roomed House—will exchange for a small Farm, with good buildings, worth about $7,000. fe17-4t§ HAVENS, 859 North Broad street.

FOR SALE—AN ELEGANT COUNTRY SEAT—8 Acres, Large Mansion, 6 miles out by Media R R or Darby Car. W. & F. CARPENTER, 825 Chestnut street. 1t*

CHESTNUT HILL.—FOR SALE—RESIDENCE, Summit street and County Line road, with stable, ice-house (filled), and grounds planted with fruit and ornamental trees, shrubs, &c. Also, Walnut street Residence, No. 1206, with large stable, laundry, &c., on Lyndall street, immediately in the rear. Both Properties in complete order. For further information, apply to R. H. GRATZ, fe12-tf§ No. 10 Merchants' Exchange.

FOR SALE—A THREE-STORY BRICK DWELLing, No. 725 Parrish street. It has all the modern improvements, and is in complete order. Apply to S. MUDGE, 25 South Sixteenth street.

FOR SALE—A MODERATE SIZED BRICK Dwelling, in excellent order, No. 2224 Lombard street. Apply to S. MUDGE, 25 South Sixteenth street. fe16-4t*

NORTH BROAD STREET.—FOR SALE—TWO very valuable corner properties, southeast and southwest corner of Broad and Thompson streets. R. J. DOBBINS, Ledger Building. fe15-m w f 3t*

FOR SALE.—THE HANDSOME 4-STORY BRICK Dwelling, with Three-story Double Back Buildings, situate No. 1707 Race street. Has every convenience and is in good order. J. M. GUMMEY & SONS, 733 Walnut street.

FOR SALE—THE THREE-STORY BRICK Dwelling, with Back Buildings and Modern Conveniences, situate No. 1834 Lombard street. J. M. GUMMEY & SONS, 733 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.; lot contains about 975 feet. Will be sold in whole or part with the improvements. J. M. GUMMEY & SONS, 733 Walnut street.

FOR SALE.—THE LARGE BRICK BUILDING with lot of ground, 84 feet front by 109 feet deep, situate on the southwest corner of Tenth and Sansom streets—suitable for an institution. J. M. GUMMEY & SONS, 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.

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, no23-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.

MUSICAL.

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

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.

INTEROCEANIC COMMUNICATION.

Proposed Canals for the Isthmus—History of Former Plans—What the Spaniards Proposed—Canals and Railroads in Nicaragua, Honduras, Tehauntepec, &c.

The attentions of the earliest explorers of the American continent were drawn to the project of an inter-oceanic canal across the Isthmus, because of the remarkable depression of the Isthmus plateau, near the basin of the Coatzocoalcos river, which rises in the Cordilleras and runs into the Gulf of Mexico, in latitude 17 deg. N., and longitude 95 deg. W., and when in 1771 it was discovered that cannon made in Manilla had been taken to San Juan de Ulloa by the valleys of the Chimalapa and Coatzoacoalcos rivers, many extravagant schemes were proposed and discussed, and expensive surveys made to determine the feasibility of such an undertaking, but without any definite result or final action.

At the first consideration of the subject, it would seem that the shortest route between the oceans would present the most favorable route for a canal, provided no insurmountable obstacles were encountered. Yet we find that elaborate surveys and expensive expeditions have been made and carried on over a belt of the Isthmus, reaching from latitude 7 deg. to 18 deg. north. The great Central American Isthmus may be described as a chain of isthmuses, being in fact formed of several narrow necks connecting large swells, or lobes of extensive areas, so that it were somewhat indefinite to say in general the Isthmus; and accordingly we have the Isthmus of Panama, at the Bay of Panama; the Isthmus of Darien at the Atrato River; the Isthmus of Nicaragua at the Lake of Nicaragua; the Isthmus of Honduras at the Bay of Honduras, and the Isthmus of Tehuantepec at Tehuantepec, and many explorations have been made across each of these isthmuses, and also at the intermediate points.

An examination of the map of the Central American Isthmus, shows that the general trend of the Pacific coast thereof is northwest and southeast, and runs nearly straight, but that the Atlantic coast has a very irregular shore line, and that between Tehuantepec and Honduras, Guatemala and Yucatan form one of the lobes of the isthmus, and that the Musquito Coast shows another lobe as mentioned above, both reaching well out toward the east. It will also be observed that the great axial mountain range, the Cordilleras, connecting the mountain systems of the country, lies near to, and parallel with, the Pacific coast. This mountain system is the great obstacle in the way of the realization of a ship canal. It may be easy enough to follow a river valley to its head in the mountains, but to cross them in the ordinary way by a mountain summit level, is almost impracticable, because there is no drainage basin or area available for supplying the high summit level with water, and one could only be tunneled at an elevation where the full sized river could be diverted into the tunnel level; and when we consider the great height of opening of a tunnel that would allow the largest sailing vessels to pass through, the Hoosac or Mt. Cenis tunnel, or even the proposed tunnel under the Straits of Dover, may be, either of them, a less undertaking.

To notice all the routes that have been proposed or surveyed would require more space than is consistent with the character of this article, and we will describe, in general, the conditions of one or two of the most feasible routes.

PANAMA.

Ever since the year 1532, twenty-three years after the first settlement in America, the line of communication over this Isthmus has been by the valley of the Chagres river, between Chagres and Panama. The Panama Railroad now occupies this line very nearly, the surveys for which established the fact that the difference of level of the two oceans is so little as not to be an obstacle to the construction of a ship canal.

In 1843, M. Garetta, Chief Engineer of Mines, made a careful survey by the valleys of the Chagres and Bernardino rivers. The highest point gained was 460 feet above the sea. He proposed a tunnel 325 feet below the summit, and 135 feet above tide, three and one-eighth miles long, but the summit-level was to be nearly five miles long. On the Atlantic side eighteen locks were proposed, and on the Pacific side seventeen. This line was 35 miles long. The main difficulty was in supplying water to the summit level. The section of the canal being necessarily great, and the available drainage surface limited, it is doubtful whether any system of reservoirs could be provided that would be sufficient for the needs of such a canal, and this remark applies to all Isthmus canals with locks. The terminal harbors are Navy Bay, on the Atlantic side, and the Bay of Vaca del Monte, on the Pacific side, neither of which is suitable or adequate for the purpose of canal connection.

There are three other prominent routes across this isthmus, viz.: From Bayonas river to the Gulf of Manzanilla; from Caledonia Bay to the Gulf of San Miguel, and from Atrato to San Miguel.

The first crosses the narrowest part of the isthmus, but the hostility of the native Indians has prevented, until very recently, an examination of this route.

In 1864, Mr. Kelly, of New York, made a successful expedition by this route, the result of which showed that the distance was thirty miles. He proposes a tunnel seven miles long, through the mountains: the whole canal at the level of the sea, with tidal locks to control the flow of the tide in the canal. His plan does not indicate any lift locks. The terminal bays are described as being of sufficient depth and room for necessary roadsteads.

The second route lies between harbors said to be admirably adapted to the necessities of the canal termini.

The earliest settlements in America were made near this route, and at Agla on Caledonia Bay, and here was the scene of the many buccaneer raids on the earlier Spanish settlements.

Many expeditions have been set on foot in Great Britain, France and the United States, with the purpose to explore this route, none of which have had satisfactory success. A thrilling account of the expedition of Lieut. Strain, of the U. S. Navy, and its failure, may be found in *Harper's Monthly Magazine* for January, 1858. Dr. Cullen describes this route as being quite practicable; there being no lift locks; the distance twenty-seven miles, and the mountain section an open cut two miles long and only 150 feet deep; and the plains of the river drainage reaching quite up to the foot of the mountain ridge. (But these statements are not based on exact measurements or surveys, and cannot be relied on. However, the general good conditions of this route are confirmed by the surveys of Capt. Provost, Royal Navy, and of Mr. Gisborne, engineer, made, the one from the Pacific, and the other from the Atlantic shore, neither being able to get across to the opposite side. It seems to be the general opinion of those who have given the subject the most attention, that this route is the most favorable and best-conditioned of all yet explored, and that it is *possible* to cut an *open canal* by this route.

In 1864, M. Bourdiol, Engineer, in the interest of a French society, attempted to make a survey in this region, but failed to get through. [See Bulletin of the Geographical Society of Paris, 1864.]

The third route, referred to above, ascends the Tuyra from the Gulf of Panama, and crosses over to the valley of the River Atrato. The mountain ridge is said to be only about 240 feet above the sea, and the entire route, excepting three miles across the mountains, now navigable by canoes. No survey of this route has yet been made, unless very recently, and definite information cannot be given concerning it.

DARIEN.

Explorations and careful surveys of the Atrato route, by, lines between the Atrato river and different points on the Pacific coast, to determine the most suitable route for a canal without locks, have been made by General Michler, U. S. Engineers Trautwine, of Philadelphia, and Kennish. Their surveys have generally been satisfactory, and leave no doubt as to the conditions of the routes surveyed. But we are indebted to Mr. Kelly, of New York, for these results. Actuated by the reports cited by Humboldt, and the nobleness of the enterprise, Mr. Kelly set on foot an expedition for the survey of several routes between the mouth of the Atrato river and the Pacific, crossing the Cordilleras at many different places. The expedition was conducted by Trautwine, who examined the branches of the Atrato, and crossed the mountains at their heads. His examinations disproved the reputed former existence of a canal between the oceans by the Rio Atrato, called the Raspadura Canal, laid down on the old charts. In 1853, the year following Trautwine's survey, Messrs. Lane and Porter of New York, examined the same ground with the same results, viz.: the impracticability of constructing a canal between the oceans by the valleys of the Atrato and San Juan, at a reasonable cost.

In 1854 Mr. Kelly sent out another expedition under Messrs. Lane and Kennish to make further examination with regard to the Atrato Valley. An examination of the Isthmus of Darien shows very peculiar topographical features. Between latitude 4 deg. and 8 deg. N. the coast line lies nearly north and south. The mouth of the Atrato is in latitude 8 deg. on the Atlantic side, and the mouth of the San Juan is in latitude 4 deg. and on the Pacific side, and the course of the two rivers is almost exactly north and south, and their joint lengths about 300 miles. The width of the Isthmus at the mouth of the Atrato is not more than 80 miles, and the course of the river being nearly parallel with the Pacific coast, and gradually approaching it, it was surmised that there might be a point somewhere between San Miguel Gulf and the mouth of the Rio San Juan, by which the valley of the Atrato might be reached by a bold open cut, and without locks. Mr. Kennish's examination discovered such a place, a remarkable depression just opposite a little bay or inlet, now known as Kelly's Inlet. The mountain pass was found to be 540 feet high.

Mr. Kennish's report attracted so much notice in England, and at home, that the Government sent out an expedition under Lieut. Michler, U. S. Engineers, and Lieut. Craven, U. S. Navy, for the purpose of verifying the report of Mr. Kennish, and it was fully confirmed. Lieut. Michler's survey indicates a canal about 110 miles long, with one tunnel two and a half miles long, and another something over 800 feet long. The peculiar relative positions of the Rio Atrato and the Pacific coast leads to the impression that a canal, at ocean level, without lift locks, can be built across this isthmus by an expensive tunnel. The necessities and circumstances of a canal tunnel across the isthmus are certainly more imperative than those controlling the Mount Cenis or Hoosac tunnels.

NICARAGUA.

The route by Lake Nicaragua and its tributaries has always been considered with special favor, and it would seem that the existence of so large a body of water (say 60 miles square), where the isthmus is probably 150 miles across, would be a very favorable condition for the construction of a ship canal. Seven routes have been proposed by this lake and by Lake Managua. Two, only, of them have been surveyed.

Colonel Childs surveyed a line, beginning at the Harbor of Brito on the Pacific, crossing to the lakes in 18 miles, by 14 locks, rising about 110 feet to the surface of the lake, thence traversing the lake 56 miles, from Rio Lajas to Port San Carlos, following the Rio San Juan to the Atlantic Ocean. Slack water navigation is proposed on the San Juan for a distance of 90 miles, and an independent canal, near its mouth, to the harbor of San Juan. The whole length of this line is nearly 195 miles. Expensive dams on the river, and costly harbor improvements at the ocean termini, and at the entrance to and exit from the lake, render the practicability of this route very dubious.

At the present time an enterprise is on foot to construct a railway line over a part of this line; and a line of steamships connects with this line as a route between New York and San Francisco, in opposition to the Panama Railroad line. Mr. Childs's survey is taken to be the solution of the scheme as probably the best that can be determined across this part of the isthmus.

HONDURAS.

A survey for a railroad across this isthmus, under the patronage of an English company, and reported by E. G. Squier, is about all the information that has been obtained concerning this isthmus.

Trautwine made this survey. The distance across is 230 miles, and the summit elevation nearly 3,000 feet, with gradually rising slopes.

This route is not at all practicable for a canal.

TEHUANTEPEC.

The remarkable configuration of this isthmus has already been referred to, its depression, and the valley of the Coatzacoalcos. This isthmus is 180 miles wide, and has a summit elevation of 850 feet; and has a drainage basin 15 miles wide between summits. From the Atlantic side the river valley is followed for 80 miles, the mountain section is 70 miles long, and the remaining 30 miles is in the plain of the Pacific slope. This route is not considered practicable for a canal.

WHO SHALL BE HEIR?

Rumored Disappearance of a Will—Serious Panic Among Local Charities—$200,000 Lost to Benevolence.

A first-class sensation is in the pristine stages of readiness to be written up into a five volume novel by Mrs. Southworth, or for one of the diarrhœa young men who expand small items into five columns for the *Times-Tribune* concerns. It is scarcely as yet public property, being, up to this time, closely held by the anxious parties most interested. The first intimation of a mystery appears in the following, which was published in the advertising columns of the *Republican*:

JONATHAN BURR'S ESTATE.

Any person or institution having possession of any papers or packages belonging to the late Jonathan Burr, is requested to deliver the same at once to the

HON. JAMES B. BRADWELL,
Probate Judge,

Or give information thereof to the undersigned.

JOSIAH L. JAMES.

CHICAGO, Feb. 11, 1869.

The explanation of the above is a brief one. The will of the late lamented Jonathan Burr is missing, and a very thorough and careful search has created the very well-grounded apprehension that somebody's purpose therunto appertaining has been so well carried out that it will never come to light at all. Mr. Burr deceased a little over a week ago, after a protracted period of feeble health, which reminded him that his end was drawing near, yet without severing him for a larger share of the past few months from attention to business, especially in connection with the local charities to which so much of his time and means has latterly been devoted. This was the frame of mind and body in which he made, not long ago, a will, carefully drawn by one of our well-known attorneys, S. B. Perry, Esq., a personal friend and long acquaintance of the testator here and in Massachusetts. The provisions of the will, it is a subject of pretty authentic rumor, disposed of the bulk of the large fortune of Mr. Burr in bequest to local charities, which owed to him living, so much of generous sympathy and material aid. The amount thus bestowed is variously estimated at from $200,000 to $250,000. The remainder of his wealth was given in moderate remembrances to relatives, though there were none of these in direct descent. Mr. Burr never married, but having always been a householder, some of these relatives have at times made their home with him. Whatever be the conjectures as to the cause, the will is certainly not to be found, and Mr. Burr was too careful and methodical a man to have allowed any whim to seize him as to its safe keeping, a fact that heightens the existing doubt. There has been a will of a Chicago citizen admitted to probate not many months ago, which would have been of service to the community, and in aid of the memory of the testator, for somebody to have made way with secretly, for a will is a man's monument, and does often what storied marble is not permitted to do—tells the truth. But the loss of the Burr will is a public calamity that the orphan and the friendless will mourn, while the possessor of the ill-gotten gain, if such there be, though justice may never overtake him, will be hunted by a Nemesis in his own conscience, at peace never, and in a misery for which no gold can compensate.—*Chicago Paper.*

MACHINERY, IRON, &C.

IRON FENCE.—

The undersigned are prepared to execute orders for ENGLISH IRON FENCE, of the best make. The attention of owners of Country Seats is especially asked to this as at once the most sightly, the most durable, and the most economical fence that can be used. Specimen panels may be seen at our office. YARNALL & TRIMBLE, fe9-3m§ 418 South Delaware avenue.

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. no10 tf

HOTELS.

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

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.

TRAVELERS' GUIDE.

NORTH PENNSYLVANIA R. R.—THE MIDDLE ROUTE.—Shortest and most direct line to Bethlehem, Easton, Allentown, Mauch Chunk, Hazleton, White Haven, Wilkesbarre, Mahanoy City, Mt. Carmel, Pittston, Tunkhannock, Scranton, Carbondale and all the points in the Lehigh and Wyoming coal regions.

Passenger Depot in Philadelphia, N. W. corner Berks and American streets.

WINTER ARRANGEMENT, TEN DAILY TRAINS. —On and after MONDAY, NOVEMBER 23d, Passenger Trains leave the Depot, corner of Berks and American streets, daily (Sundays excepted), as follows:

At 7.45 A. M.—Morning Express for Bethlehem and Principal Stations on North Pennsylvania Railroad, connecting at Bethlehem with Lehigh Valley Railroad for Allentown, Catasauqua, Slatington, Mauch Chunk, Weatherly, Jeanesville, Hazleton, White Haven, Wilkesbarre, Kingston, Pittston, Tunkhannock, and all points in Lehigh and Wyoming Valleys; also, in connection with Lehigh and Mahanoy Railroad for Mahanoy City, and with Catawissa Railroad for Rupert, Danville, Milton and Williamsport. Arrive at Mauch Chunk at 12 M.; at Wilkesbarre at 2.50 P. M.; at Mahanoy City at 1.50 P. M. Passengers by this train can take the Lehigh Valley Train, passing Bethlehem at 11.55 A. M. for Easton and points on New Jersey Central Railroad to New York.

At 8.45 A. M.—Accommodation for Doylestown, stopping at all intermediate Stations. Passengers for Willow Grove, Hatboro' and Hartsville, by this train, take Stage at Old York Road.

9.45 A. M. (Express) for Bethlehem, Allentown, Mauch Chunk, White Haven, Wilkesbarre, Pittston, Scranton and Carbondale via Lehigh and Susquehanna Railroad, also to Easton and points on Morris and Essex Railroad to New York and Allentown and Easton, and points on New Jersey Central Railroad to New York via Lehigh Valley Railroad.

At 10.45 A. M.—Accommodation for Fort Washington stopping at intermediate Stations.

At 1.45 P. M.—Lehigh Valley Express for Bethlehem, Allentown, Mauch Chunk, White Haven, Wilkesbarre, Pittston, Scranton, and Wyoming Coal Regions.

At 2.45 P. M.—Accommodation for Doylestown, stopping at all intermediate stations.

At 4.15 P. M.—Accommodation for Doylestown, stopping at all intermediate stations.

At 5.00 P. M.—Through accommodation for Bethlehem, and 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 8.30 P. M.

2.10 P. M., 5.25 P. M. and 8.30 P. M. Trains make direct connection with Lehigh Valley or Lehigh and Susquehanna trains from Easton, Scranton, Wilkesbarre, Mahanoy City and Hazleton.

Passengers leaving Wilkesbarre at 10.18 A. M., 1.45 P. M., connect at Bethlehem and arrive in Philadelphia at 5.25 and 8.30 P. M.

From Doylestown at 8.35 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.

CAMDEN AND ATLANTIC RAIL ROAD.

WINTER ARRANGEMENT.

On and after MONDAY, October 26, 1868, trains will leave Vine Street Wharf as follows, viz.:

Mail and Freight............7.30 A. M.

Atlantic Accommodation............3.45 P. M.

Junction Accommodation, to Atco and Intermediate Stations............6.00 P. M.

RETURNING, WILL LEAVE ATLANTIC.

Mail and Freight............1.25 P. M.

Atlantic Accommodation............6.00 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.

ja30-tf D. H. MUNDY, Agent.

TRAVELERS' GUIDE.

QUICKEST TIME ON RECORD.

THE PAN-HANDLE ROUTE.

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

PASSENGERS taking the 8.00 P. M. TRAIN arrive in CINCINNATI next EVENING at 9.55 P. M., 24 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 9.00 P. M.

Fast Line............at 11.50 A. M.

Erie Express............at 11.50 A. M.

Harrisburg Accommodation............at 2.30 P. M.

Lancaster Accommodation............at 4.00 P. M.

Parkesburg Train............at 5.30 P. M.

Cincinnati Express............at 8.00 P. M.

Erie Mail and Buffalo Express............at 11.00 P. M.

Philadelphia Express............at 12.00 night.

Erie Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 12 o'clock.

Philadelphia Express leaves daily. All other trains daily, except Sunday.

The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procured and baggage delivered by 5.00 P. M., at 116 Market street.

TRAINS ARRIVE AT DEPOT, VIZ:

Cincinnati Express............at 3.10 A. M.

Philadelphia Express............" 6.50 "

Paoli Accom............at 8.30 A. M. and 3.40 & 7.10 P. M.

Erie Mail and Buffalo Express............" 10.00 A.M.

Parkesburg Train............" 9.10 "

Fast Line............" 10.00 "

Lancaster Train............" 12.30 P. M.

Erie Express............" 4.20 "

Day Express............" 4.20 "

Harrisburg Accom............" 9.40 "

For further information, apply to JOHN VANLEER, Jr., Ticket Agent, 901 Chestnut street. FRANCIS FUNK, Agent, 116 Market street. SAMUEL H. WALLACE, Ticket Agent at the Depot.

The Pennsylvania Railroad Company will not assume any risk for Baggage, except for wearing apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.

EDWARD H. WILLIAMS, General Superintendent, Altoona, Pa.

PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD—TIME TABLE.—Commencing Monday, Nov. 23d, 1868. Trains will leave Depot, corner of Broad street and Washington avenue, as follows:

Way-mail Train, at 8.30 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting with Delaware Railroad at Wilmington for Crisfield and intermediate stations.

Express train at 12.00 M. (Sundays excepted) for Baltimore and Washington, stopping at Wilmington, Perryville and Havre-de-Grace. Connects at Wilmington with train for New Castle.

Express Train at 4.00 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, Northeast, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run.

Night Express at 11.30 P. M. (daily) for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newark, Elkton, Northeast, Perryville and Havre-de-Grace.

Passengers for Fortress Monroe and Norfolk will take the 12.00 M. Train.

Wilmington Trains, stopping at all stations between Philadelphia and Wilmington:

Leave Philadelphia at 11.00 A. M., 2.30, 5.00, 7.00 P. M. The 5.00 P. M. train connects with the Delaware Railroad for Harrington and intermediate stations.

Leave Wilmington 7.00 and 8.10 A. M. and 1.30, 4.15 and 7.00 P. M. The 8.10 A. M. Train will not stop between Chester and Philadelphia. The 7.00 P. M. Train from Wilmington runs Daily; all other Accommodation Trains Sundays excepted.

From Baltimore to Philadelphia.—Leave Baltimore 7.25 A. M., Way Mail. 9.35 A. M., Express. 2.25 P. M., Express. 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 10.20 A. M.

Returning, leaves Philadelphia at 4.45 P. M.; arrives in Reading at 7.40 P. M.

Trains for Philadelphia leave Harrisburg at 8.10 A. M., and Pottsville at 8.45 A. M., arriving in Philadelphia at 1.00 P. M. Afternoon trains leave Harrisburg at 2.05 P. M., and Pottsville at 2.45 P. M.; arriving at Philadelphia at 6.45 P. M.

Harrisburg accommodation leaves Reading at 7.15 A. M., and Harrisburg at 4.10 P. M. Connecting at Reading with Afternoon Accommodation south at 6.35 P. M., arriving in Philadelphia at 9.25 P. M.

Market train, with a Passenger car attached, leaves Philadelphia at 12.30 noon for Pottsville and all Way Stations; leaves Pottsville at 7.30 A. M., for Philadelphia and all Way Stations.

All the above trains run daily, Sundays excepted.

Sunday trains leave Pottsville at 8.00 A. M., and Philadelphia at 3.15 P. M.; leave Philadelphia for Reading at 8.00 A. M., returning from Reading at 4.25 P. M.

CHESTER VALLEY RAILROAD.—Passengers for Downingtown and intermediate points take the 7.30 A.M., 12.30 and 4.00 P. M. trains from Philadelphia, returning from Downingtown at 6.30 A. M., 12.45 P. M. and 5.15 P. M.

PERKIOMEN RAILROAD.—Passengers for Skippack take 7.30 A. M. and 4.00 P. M. trains from Philadelphia, returning from Skippack at 8.10 A. M. and 12.45 P. M. Stage lines for various points in Perkiomen Valley connect with trains at Collegeville and Skippack.

NEW YORK EXPRESS FOR PITTSBURGH AND THE WEST.—Leaves New York at 9 A. M., 5.00 and 8.00 P.M., passing Reading at 1.05 A. M., 1.50 and 10.19 P. M., and 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.

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.

PHILADELPHIA, GERMANTOWN AND NORRISTOWN RAILROAD TIME TABLE.—On and after Friday, May 1, 1868.

FOR GERMANTOWN.

Leave Philadelphia—6, 7, 8, 9.05, 10, 11, 12 A. M., 1, 2, 3.15, 3½, 4, 5, 5¾, 6.10, 7, 8, 9, 10, 11, 12 P. M.

Leave Germantown—6, 7, 7½, 8, 8.20, 9, 10, 11, 12 A. M.; 1, 2, 3, 4, 4½, 5, 5½, 6, 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 10½ 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, 4½, 5¼, 6.15, 8.05 and 11½ P. M.

Leave Norristown—5.40, 7, 7.50, 9, 11 A. M.; 1½, 3, 4½, 6.15 and 8½ P. M.

ON SUNDAYS.

Leave Philadelphia—9 A. M.; 2½ and 7.15 P. M.

Leave Norristown—7 A. M.; 5½ and 9 P. M.

FOR MANAYUNK.

Leave Philadelphia—6, 7½, 9, 11.05 A. M.; 1½, 3, 4½, 5¾, 6.15, 8.05 and 11½ P. M.

Leave Manayunk—6.10, 7½, 8.20, 9½, 11½ A. M.; 2, 5, 6¼, 6¾ and 9 P. M.

ON SUNDAYS.

Leave Philadelphia—9 A. M.; 2½ and 7.15 P. M.

Leave Manayunk—7½ A. M.; 6 and 9½ P. M.

W. S. WILSON, General Superintendent, Depot, Ninth and Green streets.

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

	Fare.
At 6.30 A. M., via Camden and Amboy, Accom.	$2 25
At 8 A. M., via Camden and Jersey City Express Mail,	3 00
At 2.00 P. M., via Camden and Amboy Express,	3 00
At 6 P. M. for Amboy and intermediate stations.	

At 6.30 and 8 A. M., and 2 P. M., for Freehold.

At 8 and 10 A. M., 2, 3.30 and 4.30 P. M., for Trenton.

At 6.30, 8 and 10 A. M., 1, 2, 3.30, 4.30, 6 and 11.30 P. M., for Bordentown, Burlington, Beverly and Delanco.

At 6.30 and 10 A. M., 1, 3.30, 4.30, 6 and 11.30 P. M., for Florence, Edgewater, Riverside, Riverton, Palmyra and Fish House, and 2 P. M. for Florence and Riverton.

The 1 and 11.30 P. M. Lines will leave from foot of Market street by upper ferry.

From Kensington Depot:

At 11 A. M., via Kensington and Jersey City, New York Express Line............$3 00

At 7.30 and 11.00 A. M., 2.30, 3.30 and 5 P. M. for Trenton and Bristol. And at 10.15 A. M. for Bristol.

At 7.30 and 11 A. M., 2.30 and 5 P. M. for Morrisville and Tullytown.

At 7.30 and 10.15 A. M., 2.30 and 5 P. M. for Schencks and Eddington.

At 7.30 and 10.15 A. M., 2.30, 4, 5 and 6 P. M. for Cornwells, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg and Frankford, and 8 P. M. for Holmesburg and intermediate Stations.

From West Philadelphia Depot, via Connecting Railway:

At 9.45 A. M., 1.30, 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., 1.30, 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, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg and Frankford.

The 9.45 A.M. and 6.30 & 12 P. M. Lines run daily. All others, Sundays excepted.

For Lines leaving Kensington Depot, take the cars on Third or Fifth streets, at Chestnut, at half an hour before departure. The Cars of Market Street Railway run direct to West Philadelphia Depot, Chestnut and Walnut within one square. On Sundays, the Market Street Cars will run to connect with the 9.45 A. M. and 6.30 and 12 P. M. lines.

BELVIDERE DELAWARE RAILROAD LINES from Kensington Depot.

At 7.30 A. M., for Niagara Falls, Buffalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghamton, 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 Merchantsville, Moorestown, Hartford, Masonville, Hainsport, Mount Holly, Smithville, Ewansville, Vincentown, Birmingham and Pemberton.

At 7 A. M., 1.30 and 3.30 P. M. for Lewistown, Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon and Hightstown.

Fifty Pounds of Baggage only allowed each Passenger. Passengers are prohibited from taking anything as baggage but their wearing apparel. All baggage over fifty pounds to be paid for extra. The Company limit their responsibility for baggage to One Dollar per pound, and will not be liable for any amount beyond $100, except by special contract.

Tickets sold and Baggage checked direct through to Boston, Worcester, Springfield, Hartford, New Haven, Providence, Newport, Albany, Troy, Saratoga, Utica, Rome, Syracuse, Rochester, Buffalo, Niagara Falls and Suspension Bridge.

An additional Ticket Office is located at No. 828 Chestnut street, where tickets to New York, and all important points North and East, may be procured. Persons purchasing Tickets at this Office, can have their baggage checked from residences or 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.

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 & 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 Wednesday and Saturdays train leaves Philadelphia at 2.30 P. M., runs through to Oxford.

The Train leaving Philadelphia at 7.45 A.M. connects at Oxford with a daily line of Stages for Peach Bottom, in Lancaster county. Returning, leaves Peach Bottom to connect at Oxford with the Afternoon Train for Philadelphia.

The Train leaving Philadelphia at 4.50 P. M. runs to Rising Sun, Md.

Passengers allowed to take wearing apparel only, as Baggage, and the Company will not, in any case, be responsible for an amount exceeding one hundred dollars, unless a special contract be made for the same.

mh19 HENRY WOOD, General Sup't.

PHILADELPHIA AND ERIE RAILROAD.—FALL TIME TABLE.—Through and Direct Route between Philadelphia, Baltimore, Harrisburg, Williamsport, to the Northwest and the Great Oil Region of Pennsylvania.—Elegant Sleeping Cars on all Night Trains.

On and after MONDAY, Nov. 23d, 1868, the Trains on the Philadelphia and Erie Railroad will run as follows:

WESTWARD.

Mail Train leaves Philadelphia		10.45 P. M.
" " " Williamsport		8.15 A.M.
" " arrives at Erie		9.50 P. M.
Erie Express leaves Philadelphia		11.50 A. M.
" " " Williamsport		8.30 P. M.
" " arrives at Erie		10.00 A. M.
Elmira Mail leaves Philadelphia		8.00 A. M.
" " " Williamsport		6.30 P. M.
" " arrives at Lock Haven		7.50 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		3.30 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.

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 ROMAN, from Phila., Friday, Feb. 19, at 6 A. M. The SAXON, from Boston, on Wednesday, Feb. 17, at 3 P. M.

These Steamships sail punctually, and Freight will be received every day, a Steamer being always on the berth.

Freight for points beyond Boston sent with despatch.

Freight taken for all points in New England and forwarded as directed. Insurance ½ per cent. at the office.

For Freight or Passage (superior accommodations) apply to HENRY WINSOR & CO., my31 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 YAZOO will sail for NEW ORLEANS, via HAVANA, on Wednesday, Feb. 17, at 8 o'clock A. M.

The —— will sail from NEW ORLEANS, via HAVANA, —— March.

The WYOMING will sail for SAVANNAH on Saturday, February 20, at 8 o'clock A. M.

The TONAWANDA will sail from SAVANNAH on Saturday, February 20.

The PIONEER will sail for WILMINGTON, N. C., on Thursday, February 18, at 8 A. M.

Through bills of lading signed, and passage tickets sold to all points South and West.

BILLS OF LADING SIGNED AT QUEEN ST. 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, March 10, at 8 o'clock.

Passage, $40 currency.

Passengers must be provided with passports.

No freight received after Monday.

Reduced rates of freight.

THOMAS WATTSON & SONS, 140 North Delaware avenue.

NEW EXPRESS LINE TO ALEXANDRIA, Georgetown and Washington, D. C., via Chesapeake and Delaware Canal, with connections at Alexandria from the most direct route for Lynchburg, Bristol, Knoxville, Nashville, Dalton and the Southwest.

Steamers leave regularly from the first wharf above Market street, every Saturday at noon.

Freight received daily.

WM. P. CLYDE & CO., 14 North and South Wharves.

J. B. DAVIDSON, Agent at Georgetown.

M. ELDRIDGE & CO., Agents at Alexandria, Virginia.

NOTICE.—FOR NEW YORK, Via Delaware and Raritan Canal. EXPRESS STEAMBOAT COMPANY. The Steam Propellers of the Line leave Daily from first wharf below Market street.

THROUGH IN 24 HOURS.

Goods forwarded by all the lines going out of New York—North, East and West—free of Commission.

Freight received at our usual low rates.

WM. P. CLYDE, 14 South Wharves, Philadelphia.

JAS. HAND, Agent, 119 Wall street, cor. of South, New York.

NOTICE.—FOR NEW YORK, VIA DELAWARE AND RARITAN CANAL. SWIFTSURE TRANSPORTATION COMPANY. DESPATCH AND SWIFTSURE LINES.

The business of these lines will be resumed on and after the 19th of March. For freight, which will be taken on accommodating terms, apply to WM. M. BAIRD & CO., No. 132 South Wharves.

FOR FREIGHT OR CHARTER—THE A 1 Three-masted Schooner MARION. 366 tons register. About 4,000 Barrels capacity. Apply to WORKMAN & CO., fe16-tf 123 Walnut street.

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

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

CONSIGNEES' NOTICE —THE SCHOONER MArian, Lepnett, Master, from New Orleans, is now discharging her Cargo at first wharf above Lombard street. Consignees will please attend to the reception of their Goods. WORKMAN & CO., 123 Walnut street. fe16 6t

THE NORW. BARK ONNI, DANNEVIG, Master, from Liverpool, is now discharging under general order at Pier No. 9, S. Wharves (Walnut st.). Consignees will please attend to the reception of their goods. PETER WRIGHT & SONS, 115 Walnut street. fe3-tf

STEAMSHIP ROMAN FROM BOSTON.—Consignees of Merchandise, per above Steamer, will please send for their goods now landing at Pine street wharf. fe16 2t HENRY WINSOR & CO.

LEGAL NOTICES.

IN THE ORPHANS' COURT FOR THE CITY AND County of Philadelphia.

Trust Estates of ALBERT SCHIVELY, JULIA SCHIVELY and MARIA D. SCHIVELY,

Under the will of HENRY SCHIVELY, deceased.

The Auditor appointed by the Court to audit, settle and adjust the first accounts of WILLIAM H. SCHIVELY and CHARLES SCHIVELY, Trustees of ALBERT SCHIVELY, JULIA SCHIVELY and MARIA D. SCHIVELY under the Will of HENRY SCHIVELY, deceased, and the account of the said WILLIAM H. SCHIVELY and CHARLES SCHIVELY, Attorneys for the heirs of HENRY SCHIVELY, under an agreement with GEORGE P. SCHIVELY, and to make distribution, will attend to the duties of his appointment on TUESDAY, the 23d 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.

JOSEPH A. CLAY, fe12-f m w-5t§ Auditor.

IN THE ORPHANS' COURT FOR THE CITY AND County of Philadelphia.—Estate of JAMES BONSTEAD, deceased, and SARAH BONSTEAD, deceased. The Auditor appointed by the Court to audit, settle and adjust the accounts of JOHN BONSTEAD, Executor of the Estates of JAMES BONSTEAD, deceased, and SARAH BONSTEAD, 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 23, 1869, at 4 o'clock P. M., at his office, No. 124 South Sixth street, in the City of Philadelphia.

fe10 w,f,m 5t§ WM. M. BULL, Auditor.

UNITED STATES MARSHAL'S OFFICE, EASTERN DISTRICT OF PENNSYLVANIA.

PHILADELPHIA, Feb. 3, 1869.

This is to give notice: That on the first day of February, A. D. 1869, a Warrant in Bankruptcy was issued against the Estate of JAMES ALCORN, 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, Philadelphia, before WILLIAM McMICHAEL, Esq., Register, on the 2d day of March A. D. 1869, at 3 o'clock P. M.

P. C. ELLMAKER, fe3 w8t§ U. S. Marshal, as Messenger.

ESTATE OF GEORGE N. HARVEY, DECEASED.—Notice is hereby given that the Appraisement of the Personal Property of the decedent retained by the widow under the Act of April 14, 1851, and its supplements, has been filed in the office of the Clerk of and will be approved by the Orphans' Court for the city of Philadelphia unless Exceptions thereto are filed before the 27th day of February, 1869.

GEO. JUNKIN, fe8m w6t Attorney for Widow.

COPARTNERSHIPS.

DISSOLUTION.—THE PARTNERSHIP HERETOfore existing between the undersigned is this day dissolved by mutual consent.

CHARLES M. BANKS, ROBERT H. DINMORE, LEWIS L. HOUPT, FREDERICK A. RIEHLE.

PHILADELPHIA, February 13, 1869.

COPARTNERSHIP NOTICE.—THE SUBSCRIBERS have this day formed a Copartnership under the name and style of RIEHLE BROS. for the purpose of manufacturing all kinds of patented scales, from the patterns formerly owned by our predecessors, BANKS, DINMORE & CO., at their old stand, Ninth street, near Coates.

HENRY B. RIEHLE, FREDERICK A. RIEHLE.

PHILADELPHIA, February 15, 1869. fe15 m w2t*

NAVAL STORES.

COTTON.—54 BALES COTTON NOW LANDING from steamer Wyoming, from Savannah, Ga., and for sale by COCHRAN, RUSSELL & CO., No. 22 North Front street. fe17-tf

ROSIN AND NAVAL STORES.—250 BARRELS NO. 2 Rosin; 300 do. Common Rosin; 200 do. No. 1 Rosin; 150 do. Pale Rosin; 100 do. Spirits Turpentine; 100 do. Tar; 50 do. Pitch, for sale by COCHRAN & RUSSELL, No. 22 N. Front st.

RICE.—75 TCS. RICE (CAROLINA), FOR SALE by COCHRAN & RUSSELL, No. 22 N. Front street.

SPIRITS TURPENTINE AND ROSIN—110 BARRELS Spirits Turpentine; 142 bbls. Pale Soap Rosin; 1155 bbls. No. 2 Shipping Rosin, landing from steamer Pioneer, or sale by EDW. H. ROWLEY, 16 S. Wharves. no2-tf

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