CITY BULLETIN.

—The Sixteenth Ward Common Council Contested Election Committee met yesterday afternoon. The return from the Sixth Division, which had been impounded by the Court in another case, was produced. On the face of the return was an alleged alteration of the vote for the contestant, by which the number was changed from 179 to 139; making a difference of 40 votes, sufficient to elect the contestant. The box containing the papers of the division was opened, and the return taken therefrom. It credited the contestant with 139 votes, but the figure was exactly the same in formation as those in the return impounded by the Court, the figure "3" on each paper being dissimilar in the return of this vote to all the others on either paper, and peculiar in its formation. The counsel then requested that the tally list or hourly return should be counted. The committee retired for consultation, and returning announced that they had, in comparing the two papers, examined all the documentary evidence that they could receive, the case having been confined, by agreement of the parties, to these papers, and did not include the hourly returns and tally lists. The committee will meet this afternoon to conclude the case.

—The First Day or Sunday School Society held its anniversary meeting yesterday afternoon. The report read on the occasion gave statements of the early efforts of the Society to supply the Sunday Schools with books, showing that at a meeting on April 10, 1792, the Board of Visitors were authorized to expend £10 therefor. The functions of the Society at present are confined to the distribution of a fund in aid of needy Sunday Schools in Philadelphia. During the past year the Board of Visitors acted upon forty applications, and appropriated books to the value of $614—an average of $15 35 to each school. Of the applicants twenty-five were mission schools and fifteen were connected with public churches, embracing 551 teachers and 5,824 scholars. The receipts for the year, including the balance from the preceding year, were $1,050 66; expenditures, $635 50. Balance in the treasury, $415 16. The officers elected for the ensuing year are: President, James Peters; Vice President, Isaac Ashmead; Treasurer, Charles J. Sutter; Secretary, Alexander Kirkpatrick.

—In relation to Dr. Paul Schoeppe, the following appeared in the *Frei Presse*, of this city, yesterday:

From the reports of European newspapers we have seen that the person who is here charged with murder by poison, Dr. Schoeppe, is identified with a certain person of the same name who has from Germany a bad record. We, the undersigned citizens, emigrated to this country from Germany, do hereby declare that such assertion in European papers is based upon a mistake in regard to the respective persons. We know Dr. Schoeppe personally from Germany, and, from reliable sources, to be a thorough, respectable and honorable man, who is free from the charges preferred against the person for whom he is mistaken. We feel in duty bound to declare this in accordance with truth, and request you to publish this, our statement, in your valuable paper.

LEWIS FABER,
T. KRAMER,
PETER KAFFENBERGER.

Carlisle, Pa., Jan. 8, 1870.

—Ex-Alderman John Hurley, of the Fifth Ward, was arrested on Monday, by Special Officer Joseph Fuller, on three warrants charging him with malfeasance in office. He was taken before Alderman Beitler, who held him in $1,500 bail for a further hearing at three o'clock yesterday afternoon, City Commissioner John F. Ballier becoming security for his appearance at that time. The accused, however, did not come to time. The parties suing are George F. Keene, of 504 Walnut street, who charges him with having collected money in the suit of Hill & Fuchs while alderman, on behalf of the plaintiff, and applying the same to his own use. The second complainant is John W. Golden, of 436 Market street, who makes a similar charge. The third complainant is W. J. Walter, of 227 Chestnut street, representing Walter & Hutton, who likewise alleges a misappropriation of money on the part of Mr. Hurley.

—The House of Refuge contributors held their annual meeting yesterday afternoon. The annual report of the Board of Managers shows that during the past year 209 boys and 55 girls were received into the white department, and 48 boys and 23 girls into the colored. There were discharged from both departments during the year, 307 boys and 72 girls, leaving in the institution on January 1, 1870, in the white department, 324 boys and 92 girls, and in the colored, 85 boys and 38 girls. After reading the Treasurer's report, an election for officers was gone into. Jas. J. Barclay was chosen President, John M. Ogden and John Farnum, Vice Presidents; Henry Perkins Treasurer, and William J. Perot, Secretary.

—The second day's session of the Grand Lodge of the Knights of St. Crispin (shoemakers) was held yesterday, at No. 32 South Seventh street. It was determined that the rates paid September 1, 1869, be adhered to until July 1, 1870. It was announced that all the manufacturers but three had agreed to pay that price.

—Mr. David Jones, formerly cashier in the Custom House, now Chief Clerk in the City Treasurer's office, was, last evening, presented with a handsome oval frame, containing the photographs of the principal officers of customs. Hon. H. D. Moore, the Collector, made the presentation.

—Sheriff Lyle yesterday sold under the hammer the desks, tables, stools, chairs and other property in the office of the late Philadelphia Fire Insurance Company.

—Covenant Lodge, No. 456 A. Y. M., was constituted yesterday afternoon, at the Masonic Temple, Chestnut street, above Seventh.

The League Island Navy Yard—Speech of Hon. Charles O'Neill.

During the debate in the House of Representatives yesterday, on the bill transferring the Navy Yard to League Island, Hon. Charles O'Neill said:

The map before me would seem to indicate that the land below the existing Navy Yard can be very easily acquired for the purpose of enlarging the yard.

Mr. Kelley—Since the Commission to which the gentleman refers made that recommendation, the land between the present Navy Yard and League Island has been purchased by the heaviest corporation in Pennsylvania, with the view that the great Pennsylvania Central Railroad may have its terminus at the wharves along there, and that land cannot now be acquired at any price.

So much for that point. Now, sir, one word as to the statement that, in order to get a good foundation at League Island, piling will be necessary to the depth of sixty feet. If the gentleman will refer to the official report made by the scientific men appointed to examine the soil at that location, and who reported its character at various depths three feet apart, sending to the Navy Department specimens of the earth found in each case, he will find that, instead of League Island being a mudbank—instead of the soil being alluvial, it is part of the main land and furnishes as good wells of water as are to be found in the city of Philadelphia.

Mr. O'Neill continued—I do not wish to consume the time of the House unnecessarily, after the remarks of my colleague, the Chairman of the Committee on Naval Affairs (Mr. Scofield), but I wish to reply to a few of the objections made to this bill by my friend from Wisconsin (Mr. Washburne). All the objections to accepting League Island as a naval station were answered in the Thirty-ninth Congress, which passed the act authorizing the Philadelphia made this offer in good faith, and by it the country is now in possession of the Island, which comprises some six hundred acres. It is hardly necessary for me to state the cost incurred by the city in acquiring the title to this land.

That is not the question to-day; but I will say in passing that the amount paid originally was $300,000. The act of acceptance required that the city of Philadelphia should give a clear and indisputable title to the island before it passed into the hands of the Government. Subsequently, however, it was ascertained that for the more perfect occupation of the island itself for naval purposes it was necessary that the Government should have a clear title to a little more land than that embraced within its limits; hence the city, without any hesitation, and at an expense of over fifty thousand dollars, making the whole cost over three hundred and fifty thousand dollars, purchased a narrow strip of land running south along the bank of the main land north of League Island and cross the back channel, so as to give the Government jurisdiction over sufficient territory for guarding the approach to this naval station.

This strip of land, included in the gift at the suggestion of the Government, made the donation more valuable, and secures forever more than six hundred acres, upon which to build a naval station as rapidly as this Congress and other Congresses may see fit to make appropriations, nearly the whole amount of which will be returned to the Treasury upon the sale of the ground now occupied by the present Navy Yard. As I have already said, the Thirty-ninth Congress—and I wish my friend from Wisconsin had been in it to listen to the discussion of the matter—considered all the objections which are now raised by the decision of that Congress.

These questions were, I think, settled forever. I will here say that the mud bank to which he refers is all the creation of his imagination from the prejudices of those from whom he thinks he has obtained reliable information. Most of this island is fast land, and those who have been upon and examined it know this fact. The back channel, of which mention has been made, will require very little deepening to make it of sufficient depth to accommodate the largest iron-clad vessels now under the jurisdiction of the Navy Department.

The bottom of this back channel, like that of the Delaware river in front of League Island, is of mud—the best bottom for a river where a navy yard is located, for a rocky bottom tears off the metal sheeting upon the vessels and does them other damage. The Delaware river in front of League Island has a depth of twenty-four feet at low water, and the back channel some sixteen feet. In reply to the gentleman from Wisconsin, I will say further, that I know something about this locality, for League Island is in the Congressional District which I have the honor to represent. It is not an unhealthy location; it is healthy. The people in that neighborhood are among the healthiest of my constituents.

It is not the low, uncultivated land he describes it to be. It is not a mere reclaimed marsh. If he will refer to the reports on file in the Navy Department he will find just the contrary to be the case, and he will ascertain that the Thirty-ninth Congress was fully informed of all the excellencies and conveniences of the location of the island when it was accepted. More than four hundred acres of the ground have been used as farm land. Nearly two hundred and fifty acres have been so used for over one hundred and sixty years, and are cultivated farms, and upon two hundred more for sixty years crops have been grown; and everything that can be raised by an agriculturist has been raised there as successfully as upon the finest land in Wisconsin or any other State.

I know these facts. The location is healthy, the ground is fast ground; it is good farming land; it is not a mere mud bank; there have been some accretions, as must necessarily have been the case, but the main portion of the island, some four hundred and fifty of the six hundred acres, is as good farm land as is cultivated in the most fertile regions of our country. I wish to state a further fact, of which perhaps the Chairman of the Committee on Naval Affairs (Mr. Scofield) was not cognizant, and that is the land upon which the present navy-yard is now located consists of some twenty acres in the built-up portion of the city of Philadelphia, and it was valued by the Board of Tax Revision of the city one year ago at $350,000.

That is the amount of money the Government will secure for the construction of the new yard.

Mr. Davis—Is not the land growing more valuable every day?

Mr. O'Neill—Well, sir, that may be; but the Navy Department now proposes that we transfer the Philadelphia Navy Yard to League Island. If we pass the bill before us, we not only authorize the transfer, but provide for the sale of the old location. We believe it worth $350,000, and by passing the bill we put the Government in the way of selling this valuable property, thus realizing for it an amount which will go far in balancing such appropriations as this Congress and its successors might make for League Island.

We are actually and in effect taking nothing from the Treasury. The bill does not suggest an appropriation at this time, but a transfer. The friends of League Island will, of course, urge the establishment upon it of such a naval station as will command the admiration of the world, and will, when completed, be unsurpassed in its construction as well as its most wonderful location. This gift of the city of Philadelphia is priceless to the Government, and when we have, by just and liberal appropriations, finished our great naval station for iron-clads, the country will be proud of its work and rejoice that the Thirty-ninth Congress accepted the munificent offer of the six hundred and more acres.

The Metropolitan Police Bill.

The following bill was introduced into the State Senate by Mr. Connell yesterday:

That the city of Philadelphia be and is hereby erected, for the purposes of police discipline and government, into a district to be known as the Metropolitan Police District of Philadelphia, and the said district shall be and is hereby divided into five police divisions, to be constituted as follows: The First Police Division shall comprise the First, Seventh, Eighth and Twenty-sixth Wards of the said city; the Second shall comprise the Second, Third, Fourth, Fifth, Sixth, Eleventh and Twelfth Wards; the Third shall comprise the Ninth, Tenth, Thirteenth, Fourteenth and Fifteenth Wards; the Fourth shall comprise the Sixteenth, Seventeenth, Eighteenth, Nineteenth and Twentieth Wards, and the Fifth shall comprise the Twenty-first, Twenty-second, Twenty-third, Twenty-fourth, Twenty-fifth, Twenty-seventh and Twenty-eighth Wards.

SEC. 2. The appointment, control, and entire executive government of the police of the said district shall be and is hereby vested in a Board of Police Commissioners, to be composed of five citizens, no two of whom shall be the residents of the same Police Division. Until their successors shall be duly elected and qualified as hereinafter provided, the following citizens shall constitute the said Board, with the Mayor of the city for the time being as an *ex-officio* member: William J. Pollock as the Commissioner for the first Police Division, John McCarthy for the Second, George Truman, Jr., for the Third, Peter A. B. Wiedner for the Fourth, John S. Rittenhouse for the Fifth. The Commissioners shall, within ten days after the passage of this act, meet and organize by the election of one of their number as President. They shall also elect a clerk and assistant clerk. Immediately after such organization they shall, in the presence of one of the Judges of the Court of Common Pleas for the City and County of Philadelphia, proceed to decide by lot the length of their respective terms of office; the Commissioner who shall draw the first term shall hold the first term of office on the first Monday of January, 1871; he who draws the second term shall go out on the first Monday of January, 1872; the third term on the first Monday of January, 1873; the fourth term on the first Monday of January, 1874, and the fifth on the first Monday, 1875. In case of any vacancy in the said Board by death, resignation or otherwise, the Board shall fill the same by electing a Commissioner, whose term of office shall expire on the first Monday of January after the next annual election.

SEC. 3. At the annual election next preceding the January in which the term of any commissioner shall expire, the qualified electors of the Police Division whose Commissioner is about to go out of office shall elect a Commissioner, who shall hold for a term of five years; *provided*, that if the vacancy to be filled be caused by the death, resignation or disability of a Commissioner, the Commissioner to be elected shall hold only for the unexpired term of his predecessor. In case the election of any Commissioner be contested, the said contest shall be tried and determined in the manner now provided for the contested election of Sheriff. Before entering on the duties of his office, each Commissioner shall make oath or affirmation before a Judge of a Court of Record to faithfully execute the duties of his office, and to support the Constitution and laws of the United States and of the State of Pennsylvania. He shall give a bond in the sum of twenty thousand dollars, with two sufficient sureties, conditioned in the faithful performance of his official duties, which bond shall be approved by one of the Judges of the Court of Common Pleas for the city of Philadelphia, and shall be recorded in the office of the Recorder of Deeds, and a certified copy of the same shall be evidence in any Court of this Commonwealth.

SEC. 4. Each Commissioner shall receive the sum of $3,000 per annum in full compensation for his services, and the clerk of the Board the sum of $1,500 per annum, and the assistant clerk the sum of $1,000 per annum. And it is hereby made the duty of the Select and Common Council of the said city to appropriate sufficient moneys to pay the same; but no Commissioner shall, during his continuance in office, hold any other position of profit or emolument under the United States, the State of Pennsylvania, or the city of Philadelphia; nor shall he, while he continues a member of the said Board, be a candidate for any elective office whatsoever to which there is any profit or emolument attached. He shall be liable to impeachment and removal for felony, bribery, or malfeasance in office in the manner now prevalent for the impeachment of aldermen in the city of Philadelphia.

SEC. 5. The said Board shall have entire control of all the police of the said city, and shall have authority to increase the force of patrolmen should they deem the same necessary; and it is hereby made the duty of the Select and Common Council to appropriate sufficient moneys to meet the expenses of the Board and the said force. They shall also have the appointment of the Committing Magistrate at the Central Station in the said city. Every applicant for any appointment on said force shall undergo a thorough physical examination by a properly qualified physician, and no one shall be appointed by the Board who is not found entirely competent, and who is more than 45 years of age. The Board shall from time to time submit to Councils estimates of the sums required for the maintenance of the said force, and shall communicate such suggestions for improvements as they shall deem necessary. They shall have power to make all needful rules and regulations for the government of the force. All warrants for the payment of officers and members of the police shall be drawn by the President, and countersigned by the clerk, in accordance with existing ordinances. It is hereby made the duty of the said Board to hold daily a Commissioners' Court, to be composed of not less than three Commissioners, which shall be open to the public for the trial of members of the police charged with offences, and for the purpose of hearing such complaints against members of the force as any citizen shall see fit to prefer.

SEC. 6. All acts or parts of acts inconsistent with any of the foregoing provisions are hereby repealed.

Forty-First Congress—Second Session.

In the U. S. Senate, yesterday, Mr. Sumner introduced a bill to authorize the consolidation of the national debt, and to establish specie payments. The first section authorizes the issue of $500,000,000 of five per cent. coin bonds, redeemable after ten and payable at the end of forty years, to be exchangeable for 1862 five-twenties, or the proceeds used to redeem said five-twenties if they are not offered for exchange. The second section legalizes the issue of five hundred millions of coin bonds, bearing four and a half per cent. interest, redeemable after fifteen and payable at the end of fifty years, exchangeable for outstanding securities, or, when sold at par for coin, to be used in redeeming any obligations falling due. The third section authorizes the issue of five hundred millions, or as much more as the Secretary of the Treasury thinks advisable, of four per cent. bonds of a similar character, redeemable after twenty and payable at the end of sixty years. The bill increases the bank note currency from three hundred millions to five hundred millions, providing that one dollar of legal tenders be withdrawn and cancelled for every dollar of additional bank currency issued. The security of the currency is provided for by obliging banks to deposit $100 of bonds for $80 of notes. When the premium on gold falls to within five per cent., legal tenders of all sorts are par for customs, and the interest on the three per cent. certificates is to cease at the same time. Mr. Sumner advocated these propositions in a long and able speech, urging the reduction of taxes and the spreading of the payment of our national debt over succeeding generations. Mr. Sumner concluded his speech in the following words: "In presenting this series of measures I am penetrated by the conviction, if adopted, they cannot fail to bring all the national obligations to a par with coin, and then specie payments will be resumed without effort. Our bonds will be among the most popular in the market. No longer below par, they will continue to advance, while the national credit lifts its head unimpeached, unimpeachable. Under this influence the remainder of our outstanding debt may be refunded in fifteen-fifties at four and a half per cent., if not in twenty-sixties at four per cent. There will then be sixteen hundred and twenty-five millions refunded at an average of less than four and a half per cent., and the whole debt, including the irredeemable sixes of 1881, at an average of less than five per cent., while all will be within our control five years earlier than in the maximum period proposed by the Secretary of the Treasury. This rate is lower than that of any European government, unless we except England and Switzerland. The latter Power has obtained a loan of two and a half millions recently at four and a half per cent. The recent French Rentes, which found such favor at three per cent. nominally, were uttered at prices varying from sixty-five to sixty-eight; so that one thousand millions of obligations represented six hundred and fifty or six hundred and eighty millions of money actually paid, making the annual cost to the government more than five per cent. It would be easy to show how other governments have paid much more. Well may we yet a little longer yield to England, where wealth is so surpassing, and to Switzerland, where economy takes the place of wealth. The time is at hand when the wealth of England and the economy of Switzerland will be less commanding than the unquestionable resources of our country. One immediate consequence of these measures would be the relief of the people from eighty to one hundred millions of taxation, while there would remain a surplus revenue of two millions a month applicable to the reduction of the debt, being more than enough to liquidate the whole prior to the maturity of the new obligations, if liquidation at so early a day. The country will breathe freer, business will be more elastic, life will be easier, as the assurance goes forth that no heavy taxation shall be continued in order to pay the debt in eleven years, as is now proposed, nor in fifteen years, nor in twenty years. By the present measures, while retaining the privilege of paying the debt within twenty years, we shall secure the alternative of sixty years, and, at a largely reduced interest; leaving the opportunity of paying it at any intermediate time, according to the best advantage of the country. With diminished taxation and resources increasing immeasurably, the national debt will cease to be a burden, becoming 'fine by degrees and beautifully less,' until it gradually ceases to exist. In making this statement, I offer my contribution to the settlement of a great question. If I am wrong what I have said will soon be forgotten. Meanwhile I ask for it your candid attention, adding one further remark, with which I shall close. I have never doubted, I cannot doubt the ease with which the transition to specie payments can be accomplished, especially as compared with the ominous fears which this simple proposition seems to excite in certain quarters. We are gravely warned against it as a period of crisis. I do not believe there will be anything to which this term can be reasonably applied. Like every measure of essential justice, it will at once harmonize with the life of the community, and the people will be astonished at the long postponement of an act so truly beneficent in all its influences, so important to the national character and so congenial to the business interest of the country."

The Virginia bill was taken up, and the consideration of the amendment of Mr. Drake, to prevent rescinding the ratification of the fifteenth amendment by Virginia, was resumed. The amendment of Mr. Drake was opposed by Messrs. Conkling, Scott, Thurman, Carpenter and Warner. Mr. Wilson offered as an amendment the bill reported on the previous day by the House Reconstruction Committee. Mr. Edmunds suggested an amendment requiring the imposition of an oath in the case of the State officers, in order that they shall not be obnoxious to the Fourteenth amendment. Mr. Morton gave notice that he would further amend by declaring in the preamble that the ratification of the Fourteenth and Fifteenth amendments be a condition precedent to the representation. After some discussion, the Senate adjourned.

The House of Representatives had under consideration the Virginia bill. After the speech of Mr. Farnsworth, against the test-oath clauses, Mr. Paine spoke in support of the bill, and Mr. Morgan in opposition to it. No final action was taken.

Pennsylvania Legislature.

In the Senate yesterday, Mr. Connell introduced a Metropolitan Police bill [published elsewhere], and Mr. Henszey introduced a bill to punish the sale of unsafe oil.

In the House a resolution appointing Rev. G. W. Haldeman as Chaplain was offered, and several amendments were proposed, whereupon the resolution was indefinitely postponed. A joint committee was instructed to inquire into the expediency of publishing a daily journal of proceedings, and to report a plan. Senate bill authorizing Chester to borrow $40,000 was passed.

The Senate and House then proceeded to ballot for a State Treasurer in Joint Convention.

The first ballot resulted as follows:

R. W. Mackey, 62 votes.

W. W. Irwin, 11 votes, viz: Messrs. Bowman, Buffington, Craig, Godshalk, Herr, Leslie, McCracken, McCreary, Reinoehl, Wheeler and Wiley.

Daniel O. Barr, 55 votes.

Bishop Simpson, 1 vote, that of M. B. Lowry.

Amos L. Henderson, 1 vote, that of Mr. Warfel.

George L. Shoemaker, 1 vote that of Mr. Coray.

Those who voted for Mackey were all Republicans; those who voted for Barr were all Democrats, and the fourteen scattering votes were all Republicans. There was no election. Kerr and Billingfielt absent.

The second ballot was as follows: Mackey, 63; Irwin, 66; Shoemaker, 1 vote, that of Mr. Coray; Barr, 2 votes.

Those who voted for Mackey were all Republicans. The Democrats (except Beans and Brobst) voted for Irwin, as well as the following Republicans, viz.: Kerr, Lowry, Bowman, Buffington, Craig, Godshalk, Herr, Leslie, McCracken, McCreary, Reinoehl, Wheeler and Wiley.

Senator White moved to adjourn until tomorrow. Lost.

The third ballot was then ordered, and resulted as follows: Irwin, 70; Mackey, 61.

Those who voted for Irwin were all the Democrats (55), together with the (13) original Republican friends of Irwin (see second ballot), and Messrs. Ames and Coray (2), who changed and voted for Irwin.

The election of W. W. Irwin was announced, and a certificate to that effect was made out and signed.

NEW PUBLICATIONS.

SUNDAY SCHOOLS DESIRING THE best Publications, send to J. C. GARRIGUES & CO., at the S. S. Emporium, No. 608 Arch St., Phila.

PHILOSOPHY OF MARRIAGE.—A new course of Lectures, as delivered at the New York Museum of Anatomy; embracing the subjects: How to Live and what to Live for; Youth, Maturity and Old Age; Manhood generally reviewed; the Cause of Indigestion, Flatulence and Nervous Diseases accounted for; Marriage Philosophically Considered, &c., &c. Pocket volumes containing these Lectures will be forwarded, post paid, on receipt of 25 cents, by addressing W. A. Leary, Jr., Southeast corner of Fifth and Walnut streets, Philadelphia. fe26 1y§

TO RENT.

New Hotel to Let, Furnished, 1504 and 1506 CHESTNUT Street.

Just built. A first-class house and location, 80 rooms, arranged *en suite*, with water-closet, wash stand and bath, fire grates and mantles to each room. Halls, Billiard, Bar, Office and Parlors heated with steam.

APPLY TO JOHN CRUMP, Builder, 1731 Chestnut Street. ja10 6t§

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.—A SPACIOUS SUITE OF COUNTING ROOMS, with one or more lofts, on Chestnut street. Apply to COCHRAN, RUSSELL & CO., 111 Chestnut street. oc22-tf§

TO LET—HOUSE 1340 PINE street. Apply at 1328 Spruce street. ja11 3t*

TO LET—THE FURNISHED HOUSE No. 4407 Spruce street, West Philadelphia. Apply to W. B. WIER, 3936 Chestnut St., or to H. C. TOWNSEND, No. 709 Walnut St.

TO RENT. STORE, No. 513 COMMERCE street, 18 by 100 FEET. Possession, January 1, 1870. Apply to W. A. KNIGHT, 511 Commerce street.

TO RENT ON A LEASE FOR ONE or two years.—The desirable country place in Germantown, furnished or unfurnished, ten minutes' walk of Duy's Lane station; 2½ acres of ground; all improvements; stable, ice-house, &c.; fine garden and a variety of fruit. Apply to COPPUCK & JORDAN, 433 Walnut street.

TO LET—HOUSE 706 SOUTH SEVENTEENTH street. Portable heater, range, bath, hot water, gas—all the modern conveniences. Eight rooms. Apply on the premises. no24tf

COTTON.—51 BALES COTTON NOW landing from steamer Tonawanda, from Savannah, Ga., and for sale by COCHRAN, RUSSELL & CO., 111 Chestnut street.

RICE.—19 CASKS RICE NOW LANDing from steamer Tonawanda, from Savannah, Ga., and for sale by COCHRAN, RUSSELL & Co., 111 Chestnut street.

NAVAL STORES.—200 BBLS. COMMON Rosin, 300 bbls. No. 2 Rosin, 250 bbls. No. 1 Rosin, 150 bbls. pale Rosin, 75 bbls. Wilmington Pitch, (H), 50 bbls. Wilmington Tar, 100 bbls. prime white Spirits Turpentine. In store and for sale by COCHRAN, RUSSELL & CO.

AMUSEMENTS.

AMERICAN ACADEMY OF MUSIC—GRAND ITALIAN OPERA. THIS, THURSDAY, EVENING, January 13, 1870, LAST NIGHT BUT THREE. KELLOGG. KELLOGG. Miss CLARA LOUISA KELLOGG in a new role. Sig. GIORGIO RONCONI in a new role. First time of the highly successful NEW COMIC OPERA, BY FERRARI, PIPELE. PIPELE. Founded on a comic episode of Eugene Sue's "Mysteries of Paris," with the following immense cast: Rigoletta, a young seamstress ..... Miss C. L. Kellogg; Pipele, an old porter ..... Sig. G. Ronconi; Madalena, his wife ..... Mlle. Lami; Cabrion, a painter ..... Sig. Reyna; Jaquez Ferrand, a notary ..... Sig. Barili; Duresnel, his secretary ..... Sig. Massimiliani; An usher ..... Sig. Reichardt; Conductor ..... Sig. Torriani. TO-MORROW (FRIDAY), JANUARY 14, LAST NIGHT BUT TWO. BRIOL! LEFRANC! REYNA! By General Request, IL TROVATORE. SATURDAY, JANUARY 15, LAST GRAND MATINEE. KELLOGG. RONCONI. LINDA DI CHAMOUNIX. Admission to Matinee ..... One Dollar. Reserved Seats ..... Fifty Cents Extra.

LAURA KEENE'S CHESTNUT STREET THEATRE. SECOND AND LAST NIGHT OF BOUCICAULT'S NEW PLAY, MERCY DODD! MERCY DODD! MERCY ..... MISS LAURA KEENE. A HUSBAND TO ORDER. FRIDAY, FAREWELL BENEFIT OF LAURA KEENE. Three pieces—MATRIMONY, IS SHE MAD? and ACTRESS BY DAYLIGHT. SATURDAY MATINEE—SCHOOL. MONDAY, Jan. 17, First Appearance of MISS SUSAN GALTON And Galton Opera Company.

WALNUT STREET THEATRE, N. E. cor. Ninth and Walnut streets. THIS, THURSDAY, EVENING, Jan. 13, Tenth night of the highly successful ROMANTIC MILITARY DRAMA, In 4 Acts, by Watts Phillips, Esq., author of "The Dead Heart," "Lost in London," &c., entitled NOT GUILTY. THE YOUNG VOLUNTEER CORPS and BECK'S PHILADELPHIA BAND No. 1 ARE SPECIALLY ENGAGED. NOT GUILTY MATINEE ON SATURDAY.

MRS. JOHN DREW'S ARCH STREET THEATRE. Begins 7¼ o'clock. MONDAY, January 10th. EVERY EVENING and SATURDAY AFTERNOON, WITH NEW SCENERY, FINE EFFECTS and GREAT CAST. LITTLE EM'LY. MARTHA ..... MRS. JNO. DREW. Aided by the Full Company. SATURDAY, Jan. 15th, at 2 o'clock, ONLY MATINEE OF LITTLE EM'LY. Seats Secured Six days in advance.

CARL WOLFSOHN'S SERIES OF SIX Matinees, Foyer of Academy of Music. THIRD OF THE SERIES. MENDELSSOHN MATINEE, FRIDAY AFTERNOON, January 14, 1870, at 4 o'clock. Programmes at the music stores. j all-t§

DUPREZ & BENEDICT'S OPERA HOUSE, SEVENTH Street, below Arch. THIS EVENING, DUPREZ & BENEDICT'S Gigantic Minstrels and Burlesque Opera Troupe, Introducing, First Time—Lawyer and Clerk. First Time—Growlo's Domestic Troubles. Third and Last Week—Festival, Found Alive. Admission, 50 cts. Parquette, 75 cts. Gallery, 25 cts.

FOX'S AMERICAN THEATRE, EVERY EVENING, Mr. FRANK A. GIBBONS, the greatest Gymnast of the age; MISS EVA BRENT, MISS ADA RICHMOND, Sig. GIAVELLI and LEARNED DOGS, Mr. LARRY TOOLEY, Mlle. LUPO, Mlle. DE ROSA, Mr. Sam. Devere, Mr. Thos. Winnett, &c. Matinee on Saturday afternoon at 2 o'clock.

TEMPLE OF WONDERS—ASSEMBLY BUILDINGS. SIGNOR BLITZ, ASSISTED BY HIS SON THEODORE. Every evening at 7½. Matinees on Wednesday and Saturday at 3. All the Modern and Ancient Mysteries.

NEW ELEVENTH STREET OPERA HOUSE. THE FAMILY RESORT. CARNCROSS & DIXEY'S MINSTRELS, EVERY EVENING. J. L. CARNCROSS, Manager.

SENTZ AND HASSLER'S MATINEES.—Musical Fund Hall, 1869-70. Every SATURDAY AFTERNOON, at 3½ o'clock. oc19-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 Is still on exhibition. je23-tf

CORNEY'S GIANTS. LADIES, GENTLEMEN, BUTCHERS, DROVERS, EPICURES, HEADS OF FAMILIES, AND THE PUBLIC GENERALLY, ARE INVITED TO VISIT CORNEY'S MARKET HOUSE, NO. 124 MARKET STREET, BELOW SECOND, where they can examine the largest and finest display of Chester county Beef, Jersey corn-fed Pork, Mutton and Veal from Westchester county, New York, together forming the most complete supply of extra fat stock ever presented to the public. Prices same as for ordinary supplies. ja13 3t§

FOR SALE.

BARGAIN! NEW AND HANDSOME DWELLING, 2107 SPRUCE STREET, 4-Story (French roof.) Finished in Fine Style. Built for Owner. Will be sold reasonable, and not much money needed. APPLY TO JOHN WANAMAKER, Sixth and Market Streets.

ARCH STREET RESIDENCE FOR SALE, No. 1922 ARCH STREET. Elegant Brown-Stone Residence, three stories and Mansard roof; very commodious, furnished with every modern convenience, and built in a very superior and substantial manner. Lot 26 feet front by 150 feet deep to Cuthbert street, on which is erected a handsome brick Stable and Coach House. J. M. GUMMEY & SONS, 733 WALNUT street. se20 tfrp

FOR SALE—THE MODERN THREE-story brick dwelling, with two-story double back-buildings, every convenience, and in perfect order, No. 513 South Thirteenth street. J. M. GUMMEY & SONS, 733 Walnut street.

FOR SALE—THE HANDSOME four-story Residence, with three-story double back buildings, and having every modern convenience and improvement, situate No. 908 Spruce street. Lot 25 feet front by 165 feet deep to a 20 feet wide street. J. M. GUMMEY & SONS, 733 Walnut street.

FOR SALE—THE THREE-STORY brick dwelling, with three-story back buildings, every convenience, and in good order, No. 635 North Thirteenth street, above Wallace. J. M. GUMMEY & SONS, 733 Walnut street.

FOR SALE—MODERN THREE-Story Brick Dwelling, 519 S. Ninth st. Every convenience. Inquire on the premises. my6-th,s,tu,tf§

GERMANTOWN—FOR SALE—The Handsome Stone Residence, having every city convenience, in perfect order and well shaded. Situate northwest corner East Walnut Lane and Morton street. J. M. GUMMEY & SONS, 733 Walnut st.

FOR RENT—MARKET STREET—Elegant double store property, 40 feet front, south-west corner of Sixth. Four-story store, No. 617 Market street. CHESTNUT STREET—Valuable property, northeast corner Eleventh street will be improved. WALNUT STREET—Store and dwelling, No. 510. LARGE DWELLING—suitable for boarding-house, Northeast corner of Eighteenth and Vine streets. WALNUT STREET—Large four-story store, No. 1017. J. M. GUMMEY & SONS, 733 Walnut street.

FOR SALE—THE HANDSOME Double Brown Stone Residence, situate No. 1808 Spring Garden street. Very substantially built. First floor finished in black walnut. Lot 36 feet front by 160 feet deep to a 30 feet street. J. M. GUMMEY & SONS, 733 Walnut street.

TIOGA STREET—FOR SALE—THE two new pointed stone Residences, with Mansard roof, and having every city convenience, situate at the N. W. corner of Nineteenth and Tioga streets. J. M. GUMMEY & SONS, 733 Walnut street.

FOR SALE—DWELLING 1421 North Thirteenth street; every convenience, and in good order. Superior dwelling, 1422 North Twelfth street, on easy terms, $5,500. Three-story brick, 235 North Twelfth street, having a good two-story dwelling in the rear, $8,000. Three-story brick, 516 Powell street, in good order, $2,750. Store and dwelling, No. 340 South Sixth street, $5,000. Frame house, 909 Third street, South Camden, near Spruce, clear, $600. 510 Queen street, two-story brick; good yard. Building Lots on Passyunk road, and a good Lot at Rising Sun. ROBERT GRAFFEN & SON, 537 Pine street.

FOR SALE—THE HANDSOME Brown Stone and Pressed Brick Dwelling, No. 2113 Spruce street, with all and every improvement. Built in the best manner. Immediate possession. One-half can remain, if desired. Apply to COPPUCK & JORDAN, 433 Walnut street.

SPECIAL NOTICES.

INSURANCE COMPANY OF NORTH AMERICA, No. 232 WALNUT STREET. PHILADELPHIA, January 10, 1870. At a Meeting of the Stockholders, held this day, the following gentlemen were elected Directors, to serve for the ensuing year: Arthur G. Coffin, Samuel W. Jones, John A. Brown, Charles Taylor, Ambrose White, William Welsh, S. Morris Waln, John Mason, Geo. L. Harrison, Francis R. Cope, Edward H. Trotter, Edward S. Clarke, T. Charlton Henry, Alfred D. Jessup, Louis C. Madeira, Chas. W. Cushman, Clement A. Griscom, William Brockie. ARTHUR G. COFFIN, President. CHAS. PLATT, Vice President. MATTHIAS MARIS, Secretary. CHAS. H. REEVES, Ass't Secretary. ja12 3t

THE PHILADELPHIA NATIONAL BANK. PHILADELPHIA, January 12, 1870. At the election held 11th instant, the following gentlemen were elected Directors of this bank for the ensuing year: Thomas Robins, George Whitney, Henry Preaut, Benjamin G. Godfrey, George W. Mears, John Welsh, J. Livingston Erringer, Augustus Heaton, J. Gillingham Fell, Edward S. Clarke, John D. Taylor, Richard Wood, Benjamin B. Comegys. And at the meeting of the Board held this day, Thomas Robins, Esq., was unanimously re-elected President, and B. B. Comegys, Vice President, and Henry Wharton, Esq., Solicitor. B. B. COMEGYS, Cashier. ja12 6t

THE WEST CHESTER AND PHILADELPHIA RAILROAD COMPANY. JANUARY 10th, 1870. At the annual meeting of the stockholders held this day, the following officers were elected for the ensuing year: PRESIDENT, EDWARD HOOPES. MANAGERS, Matthew Baird, George Callaghan, Edward Farnum, Charles Fairlamb, Marshall B. Hickman, John Hickman, Dennis B. Kelly, Samuel Riddle, Albert O. Roberts. A. L. SMITH, Secretary. ja12-2t§

PROVIDENT LIFE AND TRUST COMPANY, NO. 111 SOUTH FOURTH ST. PHILADELPHIA, 1st Mo. 11th, 1870. At the annual election held on the 10th instant, in conformity with the charter, the following named persons were unanimously elected Directors of the Provident Life and Trust Company, to serve for three years: Samuel R. Shipley, Wm. C. Longstreth, Richard Cadbury. The following Directors hold over: T. Wistar Brown, Richard Wood, William Hacker, Henry Haines, Joshua H. Morris, Chas. F. Coffin. And at a special meeting of the Board of Directors held this day, the following officers were unanimously re-elected: SAMUEL R. SHIPLEY, President. WILLIAM C. LONGSTRETH, Vice President. ROWLAND PARRY, Actuary. ja11 tu th s3t§

PHILADELPHIA AND TRENTON RAILROAD COMPANY. OFFICE, 224 SOUTH DELAWARE AVENUE. PHILADELPHIA, Jan. 10, 1870. At the annual meeting of the Stockholders, held this day, the following gentlemen were unanimously elected Directors for the ensuing year: DIRECTORS. Vincent L. Bradford, William H. Hart, William H. Gatzmer, Charles Macalester, William S. Freeman, Asa J. Fish, John G. Stevens, Benjamin Fish, John M. Read, Ashbel Welch, Albert W. Markley, George M. Dorrance. And at a subsequent meeting of the Board of Directors the following officers were unanimously re-elected: President—VINCENT L. BRADFORD. Treasurer—J. PARKER NORRIS. Secretary—JAMES MORRELL. Assistant Secretary—FLOYD H. WHITE. [Signed] J. MORRELL, Secretary. ja11 3t§

AMERICAN LIFE INSURANCE COMPANY, S. E. CORNER WALNUT AND FOURTH STREETS. At the annual election by the Stockholders, held on Monday, January 3, 1870, the following named gentlemen were elected: TRUSTEES. Alexander Whilldin, George Nugent, Hon. James Pollock, J. Edgar Thompson, Albert C. Roberts, Philip B. Mingle, Hon. Alex. G. Cattell, Isaac Hazlehurst, James L. Claghorn, Henry K. Bennett, L. M. Whilldin, George W. Hill, John Wanamaker. And at a meeting of said Trustees, held January 6, the following officers were elected: ALEXANDER WHILLDIN, President. GEORGE NUGENT, Vice President. JOHN S. WILSON, Secretary and Treasurer. ja11-3t*

THE ENTERPRISE INSURANCE COMPANY OF PHILADELPHIA, OFFICE No. 400 WALNUT STREET. JANUARY 11, 1870. At the Annual Meeting of the Stockholders of the Company, held on the 10th day of January, the following gentlemen were elected Directors for the ensuing year: F. Ratchford Starr, Nalbro Frazier, John M. Atwood, Benj. T. Tredick, James L. Claghorn, George H. Stuart, John H. Brown, J. L. Erringer, Wm. G. Boulton, Chas. Wheeler, Thomas H. Montgomery, James M. Aertsen. At a meeting of the Board of Directors held this day F. Ratchford Starr was re-elected President, and Thomas H. Montgomery re-elected Vice-President. ALEX. W. WISTER, Secretary. ja11 tu th s3t§

MERCHANTS' FUND.—THE annual meeting of the Merchants' Fund will be held at the Rooms of the Board of Trade, No. 505 Chestnut street, on TUESDAY AFTERNOON, January 18th, at 4 o'clock, when the annual report will be submitted, and an election held for Officers and Managers. WM. H. BACON, Secretary. ja8 t18§

THE ANNUAL MEETING OF THE Corporators and Stockholders of THE CONTINENTAL HOTEL COMPANY, for the election of Managers, and the transaction of such other business as may be brought before them, will be held on MONDAY, January 17, 1870, at 12 o'clock M., in Parlor C. at the Hotel. J. SERGEANT PRICE, Secretary. ja10 6t§

OFFICE OF THE PHILADELPHIA AND GRAY'S FERRY PASSENGER RAILWAY COMPANY, Twenty-second street, below Spruce. PHILADELPHIA, Dec. 30, 1869. The Annual Meeting of the Stockholders and an election for President, six Directors and Treasurer will be held at this office, on TUESDAY, Jan. 18, 1870, at 12 o'clock M. ja5,tu,th,s,t ja18§ S. GROSS FRY, President.

OFFICE OF THE EMPIRE COPPER COMPANY, 324 WALNUT STREET. PHILADELPHIA, January 7, 1870. Notice is hereby given that an instalment of ten (10) cents on each and every share of the capital stock of the Empire Copper Company will be due and payable at the office of the Company, No. 324 Walnut street, Philadelphia, on or before WEDNESDAY, January 26 inst. By order of the Board. M. H. HOFFMAN, Treasurer. ja10 t26§

OFFICE OF THE LOCUST MOUNTAIN COAL AND IRON COMPANY. PHILADELPHIA, January 7, 1870. The annual meeting of the Stockholders of the Locust Mountain Coal and Iron Company will be held at the office of the Company, No. 230 South Third street, on MONDAY, the 7th day of February next, at 12 M., when an election will be held for seven Directors, to serve for the ensuing year. The transfer books will be closed for fifteen days prior to the day of said election. EDWARD SWAIN, Secretary. ja7 t fe5§

LOCAL PROHIBITION LAW.—The Temperance Societies and Churches are requested to send Delegates to a Convention to promote the passage of a law allowing a majority to enforce Local Prohibition, to meet on TUESDAY EVENING, January 18, at 7½ o'clock, at No. 118 S. Seventh street. HORACE J. SMITH, Chairman. ja12 3t*

MOSELEM RAILROAD COMPANY.—The annual meeting of the stockholders of the Moselem Railroad Company will be held at the office of the Philadelphia and Reading Railroad Company, No. 227 South Fourth street, Philadelphia, on MONDAY, January 17th, 1870, at 2 o'clock P. M., at which time a President and six Directors will be elected to serve for the ensuing year. W. A. CHURCH, Secretary. de31tja17§

THE ANNUAL MEETING OF THE Contributors of the Children's Hospital will be held at the Hospital, Twenty-second street, above Locust, on FRIDAY NEXT, at 4 o'clock P. M. ja11-3t§

UNION SERVICES.—THE CONgregations of the Calvary, West Spruce Street and the Second Presbyterian Churches will hold union services every evening this week, at 7½ o'clock. On Tuesday and Saturday at West Spruce Street Church, on Wednesday and Thursday at Calvary Church, and on Friday at the Second Church. All are invited. jal1 5t*

OFFICE OF THE PENNSYLVANIA COMPANY FOR INSURANCES ON LIVES AND GRANTING ANNUITIES, 304 Walnut street. PHILADELPHIA, Dec. 31, 1869. The Annual Meeting of the Stockholders of this Company will take place at their office, No. 304 Walnut street, on MONDAY, the 17th day of January, 1870, at 12 o'clock M., and at the same time an election will be held for thirteen Directors, to serve for the ensuing year. de31t ja15* WILLIAM B. HILL, Actuary.

DIVIDEND NOTICES.

OFFICE CLINTON COAL AND IRON COMPANY, MERCHANTS' EXCHANGE. PHILADELPHIA, January 8, 1870. The Board of Directors have this day declared a dividend of Eight Cents per share, payable on and after 26th inst., clear of State tax. The transfer books will close on the 15th inst. Parties holding stock not in their own names are requested to have the same transferred. GEO. W. LEHMAN, Secretary. ja11 6t§

INSURANCE COMPANY OF NORTH AMERICA, NO. 232 WALNUT STREET. PHILADELPHIA, Jan. 10, 1870. The Board of Directors have this day declared a semi-annual dividend of Ten Per Cent, out of the profits of the Company for the last six months, payable to the Stockholders or their legal representatives on demand, free of all tax. MATTHIAS MARIS, Secretary. ja10-12t§

OFFICE OF THE GREENWOOD COAL COMPANY, 328 WALNUT STREET. PHILADELPHIA, Jan. 6, 1870. A dividend of Two Per Cent. has this day been declared, payable on and after 15th inst., free of State tax, to such Stockholders as shall stand registered on the books of the Company on 10th inst. W. C. OBERTEUFFER, Treasurer. ja8 11 13 15§

OFFICE OF THE SPRING GARDEN INSURANCE COMPANY. OFFICE—BUILDING N. W. CORNER SIXTH AND WOOD STREETS. PHILADELPHIA, January 3, 1870. The Directors have this day declared a dividend of Six Per Cent. out of the profits of the Company for the last six months, payable to the stockholders or their legal representatives at the office of the Company on and after January 15th, 1870, clear of all taxes. JOHN A. FRY.

SPECIAL NOTICES.

COLEBROOKDALE RAILROAD COMPANY, OFFICE 227 SOUTH FOURTH STREET. PHILADELPHIA, Dec. 27, 1869. The annual meeting of the Stockholders of this Company will be held at their office, on the 17th day of January, 1870, at 1.30 o'clock P. M., at which time an election will be held for President and six Directors, to serve for the ensuing year. DAVID J. BROWN, Secretary. de27tja17§

OFFICE RECEIVER OF TAXES.—PHILADELPHIA, Jan. 10, 1870. TO TAX PAYERS: The books for the receipt of Taxes for 1869 will be closed on the 15th inst., and all bills remaining unpaid will be placed in the hands of Collectors, and their costs added in accordance with law. JNO. M. MELLOY.

A ROYAL EXCHANGE.

Addison's celebrated vision of the exchange of human miseries and vanities is matched by what the *Saturday Review* reveals concerning the exchange of incumbrances established by the London *Queen*:

The *Queen* has established in its columns a mart for the exchange of the personal goods and chattels of its young-lady subscribers, to whom by this means is opened a vista of endless variety in ornaments and assumed decoration, with no further pecuniary disbursement than a few postage-stamps; every article in their possession acquiring by this easy means a double value—its existing purpose, and what it will bring in exchange when its pleasure-giving powers are exhausted. The page or pages devoted to this purpose constitute a study not unlike, though needing more assistance from the imagination, a veritable market spread over with its wares. Assisted by this faculty we see a sort of sublimated, refined, etherial Rag-fair. It is, to be sure, against the fitness of this parallel that the editor's rules forbid clothes proper as articles of barter, but the exceptions are such as still to permit a general similarity of plan and outline. Shawls, furs and feathers, red, blue and lilac, float and flap before the mind's eye with much the same effect as gowns and ribbons, and in both scenes the gew-gaws and tinsel play the same part. In both scenes, too, it is inclination rather than necessity which directs the customer's wistful gaze, whence we can form a fair surmise of what objects are in actual request. And as in this paper-mart there are few absolute necessities exposed to view, we can the more readily divine what are the prevailing objects of desire in the feminine bosom of to-day. Our conclusion is subject to correction, as it is based on partial knowledge; but, as far as our observation goes, we are satisfied that first in order among feminine longings comes a sealskin jacket. Every correspondent of the *Queen* who has not got one of these tests of toilet sufficiency seems to be willing to give a considerable share of her worldly goods in order to be able to call even a second-hand one her own. Next in order certainly come earrings. Earrings are clearly nearest the heart of all lovers of trinkets. Nor is this difficult to account for when it is considered that neither the wearer nor the observer loses sight of the face in admiring these favorite enhancers of its attractions. The fair supporters of the *Queen* are willing to give a great deal for earrings. "Open to offers," says the damsel spreading her wares, "but earrings preferred." Even malachite earrings, for which no face can look the prettier, excite a longing in some bosoms, as when we find a charm in the shape of a carved ivory bear offered as an equivalent. Then follow gold chains and lockets, real or sham, as things longed for, merging in a miscellaneous crowd of wants—chains, beads, monkeys, rare postage-stamps, feathers, "eccentrics," and the rest. We find an offer of two oil-paintings, a box of chalks, a scarlet plume, a gilt olivebranch for sealskin, a black retriever for a sealskin jacket, a sewing-machine for a sealskin jacket, electro-plate for a sealskin jacket, point lace for a sealskin jacket, and so on. This is perhaps the main exception to the general tendency to exchange useful things, or things that were supposed useful, for ornamental. We observe a hurry to get rid of all remembrances of expensive accomplishments. Boxes of paints for illuminating, "zithers," guitars, photographic cameras, are offered for the last new thing in beads, fans, trinkets, charms, feathers, and crests; or "a great many good books" are tendered as an equivalent for a dressing-case. The wildest confusion prevails as to the relative value of the proposed subjects of barter—generally, as is but natural, to the advantage of the proposer; as a steel chatelaine for a gold chain, a silver bracelet for a drawing-room mirror, two pups for a good horse, a musical-box for sables, Pinnock's Geography for jewelry. Sometimes, however, the disproportion is the other way, and a sudden fancy carries it over everything, as where a Ceylon box of Indian carving is offered for the inconceivable wants of unfinished slippers and a large doll; and a comfortable sofa for hand-screens.

No flight of imagination could match the strange combinations with which we here become familiar. "Fifty songs and a medicine-chest" are offered for competition—a very curious old Bible for a tea-kettle, a rifle for twelve buff Cochins. Rose-trees for an iron fire-proof safe; a Latin Dictionary for a side-saddle; a ten-guinea portmanteau for a parrot; *Beppo* and *Don Juan* for a pair of candlesticks; which last exchange must be on the *ex fumo dare lucem* principle. Naturally this strikes people as a delightful method of getting rid of lumber. It takes a long time to learn—sometimes it is a lesson never learnt—that rubbish is rubbish all the world over. These columns show us the shove and impulse by which healthy human nature strives to free itself from an incubus: enlivened by the hope that somebody will even recognize a want in what has hitherto been a nuisance and incumbrance. It does not do, perhaps, thus to describe "Black Bee's" "large collection of preserved snakes," but we wish rather than hope that the offers to which she is open will come tumbling in. There is no doubt, however, that parties about to marry will resent the suggestion of a huge piece of Berlin worsted-work as eligible for a wedding present. "*Mandarin*," who wants offers for anti-macassars, must, we predict, like a great many other people, "let want be her master." We may, we trust, say the same to possessors of savage feather trimmings, for it would be a serious matter if such were to come in vogue as wearing apparel. The refrain "I want" is the pathetic note of this utterance of humanity—"I want earrings;" "I want a gold locket;" "I want so many yards of lace, or fur, or glass beads;" to which "I have" is set against. I have such and such gewgaws of which I am heartily tired. Sometimes the want is imparted without reasonable hope of satisfaction, as where we read, "I want a new silk umbrella." Pets are a favorite article of exchange, and the wants in this direction are startling enough. Thus "Beady" wants a small female monkey. "She must be young and small, and not have a projecting nose." For this treasure a freezing machine, a child's dinner set, and twenty new songs are offered, and the "tenderest love and care" promised. Parrots, jackdaws, magpies, are offered for jewelry, a pet blackbird for a locket and chain, five feather-legged bantams for a card-table. Pugs are in demand. A good-tempered South African cuckatoo is offered for a pug-bitch puppy. Again, goats for pug puppies. Sometimes pets are thrown in with a lump of disposable articles. "Two Manx cats, a brass-bound desk, and a chignon comb," or a "Newfoundland pup, a lace shawl, and a wedding-ring." The humblest traffickings are admitted in the *Queen's* columns. "Missori" offers the entire operett of *Box and Cox*, neatly copied, for earrings. "Lincar" is open to offers for a new lace veil, "cost three and ninepence, quite new shape, but does not suit me." One wishes to exchange a paste-ring for a fan. Maria has the song "Will He Come" new and clean; but again it does not suit her. "Emim" states with dignified conciseness, "I have several feathers from a tail of a peacock—Open to offers;" and the "Queen of the Roses" proposes a root and branch revolution in her ornaments. "I have a white fan, bead necklace, cock's tail, bone bracelet; I want gilt vinaigrette, gilt chatelaine, blue necklace, and large gilt locket."

We do not wish in anything we have said to disparage gilt ornaments if people cannot afford gold. The common consent of mankind will not submit to finery being regarded as the exclusive privilege of rank and wealth. All jewelry is graceful only in reason and moderation. The evil of shams is in the lavish gaudy profusion they encourage. Fuller in his age writes, "In the days of Queen Elizabeth a person of honor or worship would have as patiently digested the lie as to have been told that they did wear false pendants or any counterfeit pearl or jewel about them, so usual in our age"; and from that day to this the sentiment of jewels has had to give way to the inherent love of finery and the right to be fine, a love which so far does homage to truth that it would prefer the real thing if it could be come by, but in the meanwhile finds pleasure in dangles and glitter at a less cost. After all, the costliest gems do not satisfy for long together in the same combinations. If it is one of the state conditions of grand matrimonial alliances that the family diamonds shall be reset, and if even Belinda's golden bodkin, heirloom as it was, underwent a transformation with each generation, and

> The same, his ancient personage to deck,
> Her great-great-grandsire wore about his neck
> In three seal rings; which after melted down
> Formed a vast buckle for his widow's gown;
> Her infant grandame's whistle next it grew,
> The bells she jingled and the whistle blew;
> Then in a bodkin graced her mother's hairs,
> Which long she wore, and now Belinda wears—

we ought not perhaps in reason to resent the circulation proposed for modern trinkets. Whether it can be regarded as a feature of the utilitarianism of our age admits of doubt. In so far as it is a slight shock to some old-fashioned ideas which prefer to think of gems and jewels as gifts, and as such inalienable, rather than as the wearer's own deliberate purchases, we present the question to our readers for general consideration.

GROCERIES, LIQUORS, &C.

Almeria and Catawba Grapes. BEST QUALITY RAISINS. Almonds, Walnuts, Havana Oranges, Figs, Prunes, Citron, Currants, &c., &c. EVERY DESCRIPTION OF FINE GROCERIES. ALBERT C. ROBERTS. Corner Eleventh and Vine Streets.

NEW MESS SHAD AND SPICED Salmon, Tongues and Sounds, in prime order, just received and for sale at COUSTY'S East End Grocery No. 118 South Second street, below Chestnut street.

PURE SPICES, GROUND AND WHOLE —Pure English Mustard by the pound.—Choice White Wine and Crab Apple Vinegar for pickling in store, and for sale at COUSTY'S East End Grocery, No. 118 South Second street, below Chestnut street.

NEW GREEN GINGER.—400 POUNDS of choice Green Ginger in store and for sale at COUSTY'S East End Grocery, No. 118 South Second street, below Chestnut street.

SOUPS.—TOMATO, PEA, MOCK Turtle and Julien Soups of Boston Club Manufacture, one of the finest articles for pic-nics and sailing parties. For sale at COUSTY'S East End Grocery, No. 118 South Second street, below Chestnut street.

WHITE BRANDY FOR PRESERVING. —A choice article just received and for sale at COUSTY'S East End Grocery, No. 118 South Second street, below Chestnut street.

SHIPPERS' GUIDE.

FOR BOSTON.—STEAMSHIP LINE DIRECT, SAILING FROM EACH PORT EVERY Wednesday and Saturday. FROM PINE STREET WHARF, PHILADELPHIA, AND LONG WHARF, BOSTON.

FROM PHILADELPHIA		FROM BOSTON.	
ROMAN, Saturday,	Jan. 1	NORMAN, Saturday,	Jan. 1
SAXON, Wednesday,	" 5	ARIES, Wednesday,	" 5
NORMAN, Saturday,	" 8	ROMAN, Saturday,	" 8
ARIES, Wednesday,	" 12	SAXON, Wednesday,	" 12
ROMAN, Saturday,	" 15	NORMAN, Saturday,	" 15
SAXON, Wednesday,	" 19	ARIES, Wednesday,	" 19
NORMAN, Saturday,	" 22	ROMAN, Saturday,	" 22
ARIES, Wednesday,	" 26	SAXON, Wednesday,	" 26
ROMAN, Saturday,	" 29	NORMAN, Saturday,	" 29

These Steamships sail punctually. Freight received every day. Freight forwarded to all points in New England. For Freight or Passage (superior accommodations) apply to HENRY WINSOR & CO., 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 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. WILLIAM P. CLYDE & CO. No. 12 South Wharves and Pier No. 1 North 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 JUNIATA will sail for NEW ORLEANS, via Havana, on Tuesday, Jan. 18th, at 8 A. M. The YAZOO will sail from NEW ORLEANS, via HAVANA, on Saturday, Jan. 15th. The TONAWANDA will sail for SAVANNAH on Saturday, Jan. 15, at 8 o'clock A. M. The WYOMING will sail from SAVANNAH on Saturday, Jan. 15. The PIONEER will sail for WILMINGTON, N. C., on Saturday, Jan. 22, at 6 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.

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., No. 12 South Wharves and Pier 1 North Wharves. HYDE & TYLER, Agents at Georgetown. M. ELDRIDGE & CO., Agents at Alexandria, Va.

NOTICE.—FOR NEW YORK, VIA DELAWARE and Raritan Canal—Swiftsure Transportation Company—Despatch and Swiftsure Lines.—The business by these Lines will be resumed on and after the 8th of March. For Freight, which will be taken on accommodating terms, apply to WM. M. BAIRD & CO., 132 South Wharves.

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 W. M. BAIRD & CO., No. 132 South Wharves.

CAUTION

CAUTION.—ALL PERSONS ARE hereby cautioned against harboring or trusting any of the crew of the British brig "Estelle," Delap master, from Rotterdam, as no debts of their contracting will be paid by Captain or Consignees. WORKMAN & CO., Consignees. de14 tf

CONSIGNEES' NOTICES.

NOTICE—THE BRIG "ANNIE BATCHELDER," from Portland, Me., is now discharging at Mead Alley Wharf. Consignees will please attend to the reception of their goods. WORKMAN & CO., Consignees, 123 Walnut street. de24.tf

LEGAL NOTICES.

ESTATE OF MARGARETTA LATTA, deceased.—Letters of administration having been granted to the undersigned, all persons indebted to the said estate are requested to make payment, and those having claims to present them to JAMES W. LATTA, Administrator, No. 138 S. Sixth street. de30 th 6t*

IN THE MATTER OF THE ESTATE OF SAMUEL SMYTH, deceased.—The Register of Wills of Philadelphia having granted letters testamentary upon the estate of SAMUEL SMYTH, deceased, to the undersigned, Executrix thereof, all persons indebted will make payment, and those having demands will present them to AMANDA G. SMYTH, Executrix, No. 1511 Arch street. de9 th 6t*

IN THE ORPHANS' COURT FOR THE City and County of Philadelphia.—Estate of WILLIAM GRAY, deceased.—The Auditor appointed by the Court to audit, settle and adjust the account of EDWARD MORTON and JOHN A. CLARK, Executors of WILLIAM GRAY, 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 SATURDAY, January 15th, 1870, at 2 o'clock P. M., at his office, No. 125 South Seventh street, in the City of Philadelphia. LEONARD MYERS, Auditor. ja5-w,f,m-5t§

DRUGS.

DRUGGISTS WILL FIND A LARGE stock of Allen's Medicinal Extracts and Oil Almonds, Rad. Rhei. Opt., Citric Acid, Coxe's Sparkling Gelatin, genuine Wedgwood Mortars, &c., &c., just landed from bark Hoffnung, from London. ROBERT SHOEMAKER & CO., Wholesale Druggists, N. E. corner Fourth and Race streets.

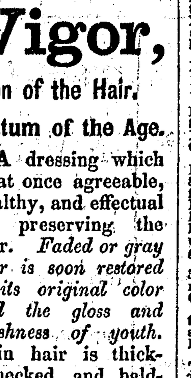
DRUGGISTS' SUNDRIES.—GRADUates, Mortar, Pill Tiles, Combs, Brushes, Mirrors, Tweezers, Puff Boxes, Horn Scoops, Surgical Instruments, Trusses, Hard and Soft Rubber Goods, Vial Cases, Glass and Metal Syringes, &c., all at "First Hands" prices. SNOWDEN & BROTHER, apö-tf 23 South Eighth street.

CASTILE SOAP—GENUINE AND VERY superior—200 boxes just landed from bark Iden, and for sale by ROBERT SHOEMAKER & CO., Importing Druggists, N. E. corner Fourth and Race streets.

RICE.—22 CASKS STRICTLY PRIME Charleston Rice landing and for sale by EDW. H. ROWLEY, 16 South Front street.

MEDICAL

Ayer's Hair Vigor, For the Renovation of the Hair. The Great Desideratum of the Age.



A dressing which is at once agreeable, healthy, and effectual for preserving the hair. *Faded or gray hair is soon restored to its original color and the gloss and freshness of youth.* Thin hair is thickened, falling hair checked, and baldness often, though not always, cured by its use. Nothing can restore the hair where the follicles are destroyed, or the glands atrophied and decayed. But such as remain can be saved for usefulness by this application. Instead of fouling the hair with a pasty sediment, it will keep it clean and vigorous. Its occasional use will prevent the hair from turning gray or falling off, and consequently prevent baldness. Free from those deleterious substances which make some preparations dangerous and injurious to the hair, the Vigor can only benefit but not harm it. If wanted merely for a

HAIR DRESSING,

nothing else can be found so desirable. Containing neither oil nor dye, it does not soil white cambric, and yet lasts longer on the hair, giving it a rich glossy lustre and a grateful perfume.

Prepared by Dr. J. C. Ayer & Co., PRACTICAL AND ANALYTICAL CHEMISTS, LOWELL, MASS. PRICE $1.00. Sold by all Druggists everywhere. At wholesale by J. M. MARIS & CO., Philadelphia. mh9 tu th s eow ly

OPAL DENTALLINA.—A SUPERIOR article for cleaning the Teeth, destroying animalcula which infest them, giving tone to the gums, and leaving a feeling of fragrance and perfect cleanliness in the mouth. It may be used daily, and will be found to strengthen weak and bleeding gums, while the aroma and detersiveness will recommend it to every one. Being composed with the assistance of the Dentist, Physicians and Microscopist, it is confidently offered as a reliable substitute for the uncertain washes formerly in vogue. Eminent Dentists, acquainted with the constituents of the Dentallina, advocate its use; it contains nothing to prevent its unrestrained employment. Made only by JAMES T. SHINN, Apothecary, Broad and Spruce streets. For sale by Druggists generally, and Fred. Browne, Hassard & Co., C. R. Keeny, Isaac H. Kay, C. H. Needles, T. J. Husband, Ambrose Smith, Edward Parrish, Wm. B. Webb, James L. Bispham, Hughes & Combe, Henry A. Bower, D. L. Stackhouse, Robert C. Davis, Geo. C. Bower, Chas. Shivers, S. M. McColin, S. C. Bunting, Chas. H. Eberle, James N. Marks, E. Bringhurst & Co., Dyott & Co., H. C. Blair's Sons, Wyeth & Bro.

LUMBER.

MAULE, BROTHER & CO., 2500 South Street.

1870. PATTERN MAKERS. PATTERN MAKERS. CHOICE SELECTION OF MICHIGAN CORK PINE FOR PATTERNS. 1870.

1870. SPRUCE AND HEMLOCK. SPRUCE AND HEMLOCK. LARGE STOCK. 1870.

1870. FLORIDA FLOORING. FLORIDA FLOORING. CAROLINA FLOORING. VIRGINIA FLOORING. DELAWARE FLOORING. ASH FLOORING. WALNUT FLOORING. 1870.

1870. FLORIDA STEP BOARDS. FLORIDA STEP BOARDS. RAIL PLANK. RAIL PLANK. 1870.

1870. WALNUT BOARDS AND PLANK. WALNUT BOARDS AND PLANK. WALNUT BOARDS. WALNUT PLANK. ASSORTED FOR CABINET MAKERS, BUILDERS, &C. 1870.

1870. UNDERTAKERS' LUMBER. UNDERTAKERS' LUMBER. RED CEDAR. WALNUT AND PINE. 1870.

1870. SEASONED POPLAR. SEASONED CHERRY. ASH. WHITE OAK PLANK AND BOARDS. HICKORY. 1870.

1870. CAROLINA SCANTLING. CAROLINA H. T. SILLS. NORWAY SCANTLING. 1870.

1870. CEDAR SHINGLES. CEDAR SHINGLES. CYPRESS SHINGLES. LARGE ASSORTMENT. FOR SALE LOW. 1870.

1870. PLASTERING LATH. PLASTERING LATH. LATH. 1870. MAULE BROTHER & CO., 2500 SOUTH STREET.

Lumber Under Cover, ALWAYS DRY. Walnut, White Pine, Yellow Pine, Spruce, Hemlock Shingles, &c., always on hand at low rates. WATSON & GILLINGHAM, 924 Richmond Street, Eighteenth Ward. mh29-1y§

YELLOW PINE LUMBER.—ORDERS for cargoes of every description Sawed Lumber executed at short notice—quality subject to inspection. Apply to EDW. H. ROWLEY, 16 South Wharves.

TRAVELERS' GUIDE

PHILADELPHIA, GERMANTOWN AND NORRISTOWN RAILROAD TIME TABLE.—On and after Monday, Nov. 22d, 1869, and until further notice:

FOR GERMANTOWN.

Leave Philadelphia—6, 7, 8, 9.05, 10, 11, 12 A. M., 1, 2, 3.15, 3¾, 4.05, 4.35, 5, 5¾, 6, 6½, 7, 8, 9.20, 10, 11, 12 P. M.

Leave Germantown—6, 6.55, 7½, 8, 8.20, 9, 10, 10.50, 12 A. M. 1, 2, 3, 3.50, 4¾, 5, 5½, 6, 6½, 7, 8, 9, 10, 11, P. M.

The 8.20 down-train, and the 3¾ and 5¾ up trains, will not stop on the Germantown Branch.

ON SUNDAYS.

Leave Philadelphia—9.15 A. M.; 2, 4.05 minutes, 7 and 10½ P. M.

Leave Germantown—8.15 A. M.; 1, 3, 6 and 9¾ P. M.

CHESTNUT HILL RAILROAD.

Leave Philadelphia—6, 8, 10, 12 A. M.; 2, 3½, 5¾, 7, 9.20 and 11 P. M.

Leave Chestnut Hill—7.10 minutes, 8, 9.40, and 11.40 A. M.; 1.40, 3.30, 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, 5¾, 6.15, 8.05, 10.05 and 11¾ P. M.

Leave Norristown—5.40, 6.25, 7, 7¾, 8.50, 11 A. M.; 1½, 3, 4½, 6.15, 8 and 9½ P. M.

The 7¾ A. M. Trains from Norristown will not stop at Mogee's, Potts' Landing, Domino or Schur's Lane.

The 4 P. M. Train from Philadelphia will stop only at School Lane, Manayunk and Conshohocken.

ON SUNDAYS.

Leave Philadelphia—9 A. M.; 2½, 4 and 7.15 P. M.

Leave Norristown—7 A. M.; 1, 5½ and 9 P. M.

FOR MANAYUNK.

Leave Philadelphia—6, 7½, 9, 11.05 A. M.; 1½, 3, 4, 4½, 5¼, 6.15, 8.05, 10.05 and 11¾ P. M.

Leave Manayunk—6.10, 6.55, 7½, 8.10, 9.20, 11½ A. M.; 2, 3½, 5, 6¼, 8.30 and 10 P. M.

ON SUNDAYS.

Leave Philadelphia—9 A. M.; 2½, 4 and 7.15 P. M.

Leave Manayunk—7½ A. M.; 1½, 6 and 9½ P. M.

PLYMOUTH R. R.

Leave Philadelphia, 7½ A. M., 4½ P. M.

Leave Plymouth, 6¼ A. M., 4½ P. M.

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

CAMDEN AND ATLANTIC RAILROAD.—CHANGE OF HOURS—WINTER ARRANGEMENT. On and after MONDAY, Nov. 1, 1869, trains will leave Vine street ferry as follows, viz:

Mail and Freight ..... 8.00 A. M.
Atlantic Accommodation ..... 3.45 P. M.
Junction Accommodation to Atco and intermediate stations ..... 5.30 P. M.

RETURNING, LEAVE ATLANTIC.

Mail and Freight ..... 1.48 P. M.
Atlantic Accommodation ..... 6.05 A. M.
Junction Accommodation from Atco ..... 6.22 A. M.
Haddonfield Accommodation trains leave Vine Street Ferry ..... 10.15 A. M. and 2.00 P. M.
Haddonfield ..... 1.00 P. M. and 3.15 P. M.

DAVID H. MUNDY, Agent.

SHEATHING FELT.—TEN FRAMES English Sheathing Felt, for sale by PETER WRIGHT & SONS, 115 Walnut street.

TRAVELERS' GUIDE

READING RAILROAD.—GREAT Trunk Line from Philadelphia to the interior of Pennsylvania, the Schuylkill, Susquehanna, Cumberland and Wyoming Valleys, the North, Northwest and the Canadas. Winter Arrangement of Passenger Trains, Dec. 20, 1869, 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 the intermediate stations; arrives in Philadelphia at 9.10 A. M. Returning leaves Philadelphia at 4 P. M.; arrives in Pottstown at 6.15 P. M.

READING AND POTTSVILLE ACCOMMODATION.—Leaves Pottsville at 5.40 A. M., and 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., and at Pottsville at 9.30 P. M.

Trains for Philadelphia leave Harrisburg at 8.10 A. M., and Pottsville at 9.00 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 5.40 A. M., connecting at Reading with accommodation train for Philadelphia and all Way Stations.

All the above trains run daily, Sundays excepted.

Sunday trains leave Pottsville at 8 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 and 5.15 P. M.

PERKIOMEN RAILROAD.—Passengers for Schwenksville take 7.30 A. M., 12.30 and 4.00 P. M. trains for Philadelphia, returning from Schwenksville at 8.05 A. M., 12.45 noon. Stage lines for various points in Perkiomen Valley connect with trains at Collegeville and Schwenksville.

COLEBROOKDALE RAILROAD.—Passengers for Mt. Pleasant and intermediate points take the 7.30 A. M. and 4.00 P. M. trains from Philadelphia; returning from Mt. Pleasant at 7.00 and 11.25 A. M.

NEW YORK EXPRESS FOR PITTSBURGH AND THE WEST.—Leaves New York at 9.00 A. M. and 5.00 P. M., passing Reading at 1.45 and 10.05 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 5.35 A. M. and 12.20 noon, passing Reading at 7.20 A. M. and 2.00 P. M., arriving at New York at 12.05 noon and 6.35 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 6.30 and 11.30 A. M. and 6.50 P. M., returning from Tamaqua at 8.35 A. M., and 2.15 and 4.50 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILROAD—Trains leave Auburn at 8.55 A. M. and 3.20 P. M. for Pinegrove and Harrisburg, and at 12.10 noon for Pinegrove, Tremont and Brookside; returning from Harrisburg at 7.30 A. M., and 3.40 P. M.; from Brookside at 4.00 P. M., and from Tremont at 7.15 A. M. and 5.05 P. M.

TICKETS.—Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canada.

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 Tickets, 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 4.35 A. M., 12.30 noon, 5.00 and 7.15 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and all points beyond.

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

BAGGAGE.

Dungan's Express will collect Baggage for all trains leaving Philadelphia Depot. Orders can be left at No. 225 South Fourth street, or at the Depot, Thirteenth and Callowhill streets.

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

At 6.30 A. M., via Camden and Amboy, Accom. $2 25
At 8 A. M., via Camden and Jersey City Ex. 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 2.00 P. M. for Long Branch and Points on R. & D. B. R. R.
At 8 and 10 A. M., 12 M., 2.3.30 and 4.30 P. M., for Trenton.
At 6.30, 8 and 10 A. M., 12 M., 2.3.30, 4.30, 6, 7 and 11.30 P. M., for Bordentown, Florence, Burlington, Beverly and Delanco.
At 6.30 and 10 A. M., 12 M., 3.30, 4.30, 6, 7 and 11.30 P. M., for Edgewater, Riverside, Riverton, Palmyra and Fish House, 8 A. M. and 2 P. M., for Riverton.

The 11.30 P. M. Line leaves from foot of Market street by upper ferry.

From Kensington Depot:

At 7.30 A. M., 2.30, 3.30 and 5 P. M. for Trenton and Bristol. And at 10.45 A. M. and 6 P. M. for Bristol.
At 7.30 A. M., 2.30 and 5 P. M. for Morrisville and Tullytown.
At 7.30 and 10.45 A. M., 2.30, 5 and 6 P. M. for Schenck's and Eddington.
At 7.30 and 10.45 A. M., 2.30, 4, 5 and 6 P. M., for Cornwells, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg and Frankford, and 8.30 P. M. for Holmesburg and Intermediate Stations.

From West Philadelphia Depot via Connecting Railway

At 7, 9.30 and 11 A. M., 1.20, 4, 6.45, and 12 P. M. New York Express Line, via Jersey City $3 25
At 11.30 P. M. Emigrant Line 2 00
At 7, 9.30 and 11 A. M., 1.20, 4, 6.45, and 12 P. M. for Trenton.
At 7, 9.30 and 11 A. M., 4, 6.45 and 12 P. M., for Bristol.
At 12 P. M. (Night) for Morrisville, Tullytown, Schenck's, Eddington, Cornwells, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg and Frankford.

The 9.30 A. M. and 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 9.30 A. M., 6.45 and 12 P. M. lines.

BELVIDERE DELAWARE RAILROAD LINES from Kensington Depot.

At 7.30 A. M., for Niagara Falls, Buffalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghampton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Scranton, Stroudsburg, Water Gap, Schooley's Mountain, &c.

At 7.30 A. M. and 3.30 P. M. for Belvidere, Easton, Lambertville, Flemington, &c. The 3.30 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlehem, &c.

At 11 A. M. from West Philadelphia Depot, and 5 P. M. from Kensington Depot, for Lambertville and intermediate Stations.

CAMDEN AND BURLINGTON CO., AND PEMBERTON AND HIGHTSTOWN RAILROADS, from Market street Ferry (Upper Side.)

At 7 and 10 A. M., 1, 2.15, 3.30, 5, and 6.30 P. M., and on Thursday and Saturday nights at 11.30 P. M. for Merchantsville, Moorestown, Hartford, Masonville, Hainsport and Mount Holly.

At 7 A. M., 2.15 and 6.30 P. M. for Lumberton and Medford.

At 7 and 10 A. M., 1, 3.30 & 5 P. M., for Smithville, Ewansville, Vincentown, Birmingham and Pemberton.

At 10 A. M. for Lewistown, Wrightstown, Cookstown, New Egypt and Hornerstown.

At 7 A. M., 1 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 8.30 and 10 A. M., 12.30, 5, and 9 P. M., and at 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.

Dec. 22, 1869. WM. H. GATZMER, Agent.

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD COMPANY. WINTER ARRANGEMENT. On and after MONDAY, Nov. 1st., 1869, Trains will leave as follows, stopping at all Stations on Philadelphia, Baltimore Central and Chester Creek Railroads:

Leave PHILADELPHIA for PORT DEPOSIT from Depot of Philadelphia, Wilmington and Baltimore Railroad Company, corner Broad and Washington avenue, at 7.00 A. M. and 4.30 P. M.

A Freight Train, with Passenger car attached, will leave Philadelphia for Oxford at 2.30 P. M.

Leave PHILADELPHIA for all Stations on Wilmington and Reading Railroad at 4.30 P. M.

Leave PORT DEPOSIT for PHILADELPHIA at 5.40 A. M., 9.25 A. M., and 2.25 P. M.

On Saturday the 2.25 train will leave at 4.30 P. M.

Passengers are allowed to take wearing apparel only as baggage, and the Company will not be responsible for an amount exceeding one hundred dollars, unless special contract is made for the same.

HENRY WOOD, General Superintendent.

FAST FREIGHT LINE, VIA NORTH PENNSYLVANIA RAILROAD, to Wilkesbarre, Mahanoy City, Mount Carmel, Centralia, and all points on Lehigh Valley Railroad and its branches.

By new arrangements, perfected this day, this road is enabled to give increased despatch to merchandise consigned to the above-named points.

Goods delivered at the Through Freight Depot, S. E. cor. Front and Noble streets, Before 5 P. M., will reach Wilkesbarre, Mount Carmel, Mahanoy City, and the other stations in Mahanoy and Wyoming valley before 11 A. M. the succeeding day.

ELLIS CLARK, Agent.

TRAVELERS' GUIDE

NORTH PENNSYLVANIA RAILROAD.—THE SHORT MIDDLE ROUTE to the Lehigh and Wyoming Valley, Northern Pennsylvania, Southern and Interior New York, Rochester, Buffalo, Niagara Falls, the Great Lakes and the Dominion of Canada.

WINTER ARRANGEMENTS. TAKES EFFECT, November 22d, 1869.

14 DAILY TRAINS leave Passenger Depot, corner of Berks and American streets (Sundays excepted), as follows:

7.30 A. M. Accommodation for Fort Washington.

At 8 A. M.—Morning Express for Bethlehem and Principal Stations on main line of North Pennsylvania Railroad, connecting at Bethlehem with Lehigh Valley Railroad for Allentown, Mauch Chunk, Mahanoy City, Wilkesbarre, Pittston, Towanda and Waverly; connecting at Waverly with ERIE RAILWAY for Niagara Falls, Buffalo, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West.

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

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

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

1.15, 5.20 and 8 P. M.—Accommodation to Abington.

At 1.45 P. M.—Lehigh Valley Express for Bethlehem, Easton, Allentown, Mauch Chunk, Hazleton, 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 for Bethlehem, connecting at Bethlehem with Lehigh Valley Evening Train for Easton, Allentown, Mauch Chunk.

At 6.20 P. M.—Accommodation for Lansdale, stopping at all intermediate stations.

At 11.30 P. M.—Accommodation for Fort Washington.

TRAINS ARRIVE IN PHILADELPHIA.

From Bethlehem at 9 A. M., 2.15, 4.40 and 8.25 P. M. 2.15 P. M., 4.40 P. M. and 8.25 P. M. Trains make direct connection with Lehigh Valley or Lehigh and Susquehanna trains from Easton, Scranton, Wilkesbarre, Mahanoy City and Hazleton.

From Doylestown at 8.35 A. M., 4.30 P. M. and 7.05 P. M.

From Lansdale at 7.30 A. M.

From Fort Washington at 9.25 and 10.35 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 7.00 A. M.
Bethlehem for Philadelphia at 4.00 P. M.

Fifth and Sixth Streets and Second and Third Streets Lines of City Passenger cars run directly to and from the Depot. Union Line run within a short distance of the Depot.

Tickets must be procured at the Ticket Office, in order to secure the lowest rates of fare.

ELLIS CLARK, Agent.

Tickets sold and Baggage checked through to principal points, at Mann's North Penn. Baggage Express office, No. 105 South Fifth street.

PENNSYLVANIA CENTRAL RAILROAD.—After 8 P. M., SUNDAY, November 14th, 1869. 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 street thirty minutes before its departure. Those of the Chestnut and Walnut Streets Railway run within one square of the Depot.

Sleeping Car Tickets can be had on application at the Ticket Office, Northwest corner of Ninth and Chestnut streets, and at the Depot.

Agents of the Union Transfer Company will call for and deliver Baggage at the Depot. Orders left at No. 901 Chestnut street, No. 116 Market street, will receive attention.

TRAINS LEAVE DEPOT, VIZ.:

Mail Train ..... at 8.00 A. M.
Paoli Accom ..... at 10.30 A. M., 1.10, and 6.50 P. M.
Fast Line ..... at 11.50 A. M.
Erie Express ..... at 11.50 A. M.
Harrisburg Accom ..... at 2.30 P. M.
Lancaster Accom ..... at 4.10 P. M.
Parkesburg Train ..... at 5.30 P. M.
Cincinnati Express ..... at 8.00 P. M.
Erie Mail and Pittsburgh Express ..... at 9.45 P. M.
Accommodation ..... at 12.11 A. M.
Pacific 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 8 o'clock.

Pacific Express leaves daily. Cincinnati Express daily, except Saturday. All other trains daily, except Sunday.

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

TRAINS ARRIVE AT DEPOT, VIZ.:

Cincinnati Express ..... at 3.10 A. M.
Philadelphia Express ..... at 6.50 A. M.
Erie Mail ..... at 6.30 A. M.
Paoli Accommodation at 8.20 A. M. and 3.40 & 6.25 P. M.
Parkesburg Train ..... at 9.10 A. M.
Fast Line ..... at 9.40 A. M.
Lancaster Train ..... at 12.55 P. M.
Erie Express ..... at 12.55 P. M.
Southern Express ..... at 7.00 P. M.
Lock Haven and Elmira Express ..... at 7.00 P. M.
Pacific Express ..... at 4.25 P. M.
Harrisburg Accommodation ..... at 9.50 P. M.

For further information, apply to JOHN F. VANLEER, JR., Ticket Agent, 901 Chestnut street.

FRANCIS FUNK, Ticket 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, May 10th, 1869. Trains will leave Depot, corner Broad 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, North East, 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, North East, Perryville, Havre de Grace, Perryman's and Magnolia.

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 and 7.00 P. M. The 5.00 P. M. train connects with Delaware Railroad for Harrington and intermediate stations.

Leave WILMINGTON 6.30 and 8.10 A. M., 1.30, 4.15 and 7.00 P. M. The 8.10 A. M. train will not stop between Chester and Philadelphia. The 7.00 P. M. train from Wilmington runs daily; all other Accommodation Trains Sundays excepted.

Trains leaving WILMINGTON at 6.30 A. M. and 4.15 P. M. will connect at Lamokin Junction with the 7.00 A. M. and 4.30 P. M. trains for Baltimore Central R. R.

From BALTIMORE to PHILADELPHIA.—Leaves Baltimore 7.25 A. M., Way Mail. 9.35 A. M., Express. 2.35 P. M., Express. 7.25 P. M., Express.

SUNDAY TRAIN FROM BALTIMORE.—Leaves 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 point West, South, and Southwest may be procured at the 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, Sup't.

WEST CHESTER AND PHILADELPHIA RAILROAD.—Winter Arrangement.—On and after MONDAY, Oct. 4, 1869, Trains will leave as follows:

Leave Philadelphia, from New Depot Thirty-first and Chestnut streets, 7.45 A. M., 11.00 A. M. 2.30 P. M., 4.15 P. M., 4.40 P. M., 6.15 P. M., 11.30 P. M.

Leave West Chester, from Depot, on East Market street, 6.25 A. M., 8.00 A. M., 7.45 A. M., 10.45 A. M., 1.55 P. M., 4.50 P. M., 6.55 P. M.

Train leaving West Chester at 8.00 A. M. will stop at B. C. Junction, Lenni, Glen Riddle and Media; leaving Philadelphia at 4.40 P. M., will stop at Media, Glen Riddle, Lenni and B. C. Junction. 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 car will be attached to Express Train at B. C. Junction; and going West, Passengers for Stations above B. C. Junction will take train leaving Philadelphia at 4.40 P. M., and will change cars at B. C. Junction.

The Depot in Philadelphia 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.

ON SUNDAYS.—Leave Philadelphia for West Chester at 8.30 A. M. and 2.00 P. M.

Leave West Chester for Philadelphia at 7.55 A. M. and 4.00 P. M.

Passengers are 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.

WILLIAM C. WHEELER, General Superintendent.

PHILADELPHIA AND ERIE RAILROAD—WINTER TIME TABLE. On and after MONDAY, Nov. 15, 1869, the Trains on the Philadelphia and Erie Railroad will run as follows from Pennsylvania Railroad Depot, West Philadelphia:

WESTWARD.

Mail Train leaves Philadelphia ..... 9.35 P. M.
" " Williamsport ..... 7.40 A. M.
" " arrives at Erie ..... 8.20 P. M.
Erie Express leaves Philadelphia ..... 12.00 M.
" " Williamsport ..... 9.00 P. M.
" " arrives at Erie ..... 10.00 A. M.
Elmira Mail leaves Philadelphia ..... 7.50 A. M.
" " Williamsport ..... 6.00 P. M.
" " arrives at Lock Haven ..... 7.20 P. M.

EASTWARD.

Mail Train leaves Erie ..... 8.40 A. M.
" " Williamsport ..... 9.25 P. M.
" " arrives at Philadelphia ..... 6.20 A. M.
Erie Express leaves Erie ..... 4.00 P. M.
" " Williamsport ..... 3.30 A. M.
" " arrives at Philadelphia ..... 12.45 P. M.
Elmira Mail leaves Lock Haven ..... 8.00 A. M.
" " Williamsport ..... 9.45 A. M.
" " arrives at Philadelphia ..... 6.50 P. M.
Buffalo Express leaves Williamsport ..... 12.35 A. M.
" " Harrisburg ..... 5.20 A. M.
" " arrives at Philadelphia ..... 9.25 A. M.

Express east connects at Corry. Mail east at Corry and Irvineton. Express west at Irvineton with trains on Oil Creek and Allegheny River Railroad.

ALFRED L. TYLER, General Superintendent.

WEST JERSEY RAILROAD FALL AND WINTER ARRANGEMENT. COMMENCING TUESDAY, SEPT. 21st, 1869. Leave Philadelphia, Foot of Market street (Upper Ferry) at

8.15 A. M., Mail, for Bridgeton, Salem, Millville, Vineland, Swedesboro and all intermediate stations.

3.15 P. M., Mail, for Cape May, Millville, Vineland and way stations below Glassboro.

3.30 P. M., Passenger, for Bridgeton, Salem, Swedesboro, and all intermediate stations.

5.30 P. M., Woodbury and Glassboro accommodation.

Freight train for all stations leaves Camden daily, at 12 o'clock, noon.

Freight received in Philadelphia at second covered wharf below Walnut street.

Freight delivered at No. 228 S. Delaware avenue.

Commutation tickets, at reduced rates, between Philadelphia and all stations.

EXTRA TRAIN FOR CAPE MAY. (Saturdays only.)

Leave Philadelphia, 3.15 A. M.

Leave Cape May, 1.30 P. M.

WILLIAM J. SEWELL, Superintendent.

FINANCIAL.

D. C. WHARTON SMITH & CO., BANKERS AND BROKERS, No. 121 S. THIRD STREET. SUCCESSORS TO SMITH, RANDOLPH & CO. Every department of Banking business shall receive prompt attention, as heretofore. Quotations of Stocks, Gold and Governments constantly received from our friends, E. D. RANDOLPH & CO., New York, by our PRIVATE WIRE. ja5-1y

BANKING HOUSE OF JAY COOKE & CO. 112 and 114 So. THIRD ST. PHILAD'A. DEALERS IN ALL GOVERNMENT SECURITIES. We will receive applications for Policies of Life Insurance in the new National Life Insurance Company of the United States. Full information given at our office.

FIRST MORTGAGE SEVEN PER CENT. GOLD BONDS OF THE Fredericksburg and Gordonsville Railroad Co., of Virginia. Principal and Interest Payable in Gold. These Bonds are secured by a First and Only Mortgage on the entire real estate, road, personal property, franchise and rolling stock of the Company, given to the Farmers' Loan and Trust Company of New York, Trustees. The road is 62 miles in length, connecting Fredericksburg with Charlottesville by way of Orange Court House, passing through a section of the Shenandoah Valley, the local traffic of which, alone, will support the road, while, as part of the great through lines to the Southwest and West, the safety and security of the Company's Bonds are placed beyond question and doubt. We offer a limited amount of these Bonds at 92½ and interest from November 1, in currency. Pamphlets, maps and information furnished on application to TANNER & CO., No. 49 WALL Street, New York. SAMUEL WORK, No. 25 S. THIRD Street, Philadelphia. de9 tf§

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A RELIABLE HOME INVESTMENT. THE FIRST MORTGAGE BONDS OF THE Wilmington and Reading Railroad, BEARING INTEREST AT SEVEN PER CENT. IN CURRENCY, Payable April and October, free of State and United States Taxes. This road runs through a thickly populated and rich agricultural and manufacturing district. For the present we are offering a limited amount of the above bonds at 85 Cents and Interest. The connection of this road with the Pennsylvania and Reading Railroads insures it a large and remunerative trade. We recommend the bonds as the cheapest first-class investment in the market. WM. PAINTER & CO., Bankers and Dealers in Governments, No. 36 S. THIRD STREET, PHILADELPHIA. ja5-1m§

MACHINERY, IRON, &C.

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

COAL AND WOOD.

S. MASON BINES. JOHN F. SHEAFF. THE UNDERSIGNED INVITE ATTENtion to their stock of Spring Mountain, Lehigh and Locust Mountain Coal, which, with the preparation given by us, we think cannot be excelled by any other Coal. Office, Franklin Institute Building, No. 15 S. Seventh street. BINES & SHEAFF, ja10-tf Arch street wharf, Schuylkill.