SKETCHES OF CITY LIFE. Ten Minutes with the Pawnbrokers.

The milestones on the way to poverty are all more or less distinct. Extravagance, debt, dunsing, mortgage, and the sheriff, are some of the more general indications, and one of the last appeals prior to positive wretchedness is made to the pawnbroker. If either of the other waymarks is doubtful or devious, the pilgrim to misery may place implicit reliance in this. No by-way interposes between the goal and the pawnbroker; and yet the interposition often delays, though it does not prevent, the catastrophe. Wise legislators have contented themselves with controlling, but not prohibiting, the evil in question. "My Uncle" is pent up, but not sacrificed, and of all the cities in America, he is best patronized in Philadelphia. There are, just now, fifty pawnbroking establishments here, forty-eight of which pay \$200 per year license to the city. The others pay no license

at all, having fought justice in the courts and made agreements with the public stewards. About twelve of these establishments are likewise licensed to hold auctions of forfeited deposits, for each of which licenses they pay \$700 to the State. the leading pawnbrokers in Philadelphia are to Nathaus—all brothers, we believe—of whom aac Nathans is the head and front. He has four ban establishments, and has not less than \$100,000 invested in his business. He likewise conducts the auction business, and therefore pays eleven hundred dollars in licenses per year to the city and State. Moses Nathans has three establishments. Samuel Nathans has two, and Philip and Abraham Nathans each one establishment. These are the most reputable pawnbrokers in town; they loan money upon every species of article, and hold stated auctions, whereat forfeited collaterals of every degree are knocked off by the hammer.

Their offices, as a rule, are large, and they advertise extensively. The "reduced" (strange epitome of romance and wrong) and the improvident know these gentlemen by sad experience. Thither, on tip-toe and timid, go the scions of old families that have wasted their substance in riotous living; widows that bear, one by one, jewels of past bridals and garments of some that are mouldering away; wives that will rival their neighbors, though starvation and the sheriff should confront each other in their demiciles; and students that hunger in bare attics, while pawning the substantial for the ideal. A private office is attached to the establishments

of these gentlemen, frequently entered by some court or unobserved alley, and thither steal the abashed, the guilty, or the forsaken, bearing odd pieces of plate, household articles, or books. The smount of money loaned upon these is sufficient to secure the pawnbroker a roturn for his investment in any alternative, either of forfeiture or reclamation. Valuable articles often pass into his hand; superb watches, diamonds or jewels, and, likewise, the commonest matters of garb, furniture, of these leading brokers are motley conventicles of odds and ends. Upon a high shelf, we may note some household idol, that has beguiled the eyes of young couples just entering upon life-a statue, a picture, a vase; and, beside it, a pair of tongs, or a pair of boots, a lot of odd volumes, a set of china, a fowling piece, a counterpane, or a signboard. Here are grouped the earnings of years; the heirlooms of generations; the purchases of whim or extravagance; the products of ingenuity, and the embodiments of genius. How have fond eyes surveyed them! how have fond hearts clung to them! And here they meet in the common receptacle-graveyard we may call it-of the rare, the costly, and the coveted; relies of what has been loved, appreciated, and lost.

The gentlemen cited and many others are well and favorably known. During years of patient and persevering effort in their line of business, they have never been known to shelter the dishonest or fail to betriend the authorities. They have subscribed to the letter of the law, and observed its spirit, and their vocation is not only legitimate but necessitous. There are many pawnbrokers, on the contrary, that are in league with thieves, and the mass will at all times hoodwink the authorities. These are the folk that reside on South street, and flourish over their door-posts three brazen balls, enigmatical of the world, the flesh, and the devil. known, impelled by some monomania, to empty their husbands' homes of the most triding articles, in order to raise small moneys. Lads have stolen their sisters' bridal gifts and pawned them for funds to gamble. And children, learning the mysteries of "My Uncle" when sent to pawn matters by their parents, have become professional thieves, who lay their hands upon everything. Legitimate and dishopest brokers are distinguished as "liv'ng on the square" and as "keeping a fence." How many belong to the former class is not very well known. A few days ago, for example, a most notorious pawnbroker came into the detective rooms and delivered up a stolen coat. The same man was known to be a receiver, and he pays, moreover, no license to the city. To pawn, in slang parlance, is said to "put up the spout." The last description of pawn shops are kept by receivers of stolen goods, who are not licensed, and who are not generally known as pawnbrokers. We allude to dealers in secondhand furniture, clothing, and household goods, and in old junk, rags, and small jewelry. Parts of Second street, Poplar street, South and Shippen streets, and Front and Water streets are filled with known, impelled by some monomania, to empty their husbands' homes of the most triding articles, in order to raise small moneys. Lads have stolen as pawnbrokers. We allude to dealers in secondhand furniture, clothing, and household goods, and in old junk, rags, and email jewelry. Parts of Second street, Poplar street, South and Shippen streets, and Front and Water streets are filled with these places. Dozens of old coats swing at the entrance, like so many freebooters hung up on gibbets, and an individual, that, to carry out the figure, doesn't look unlike a hangman, walks up and down the front pavement, in the best or the worst of weather. His pertinacity in the striking of a bargain is often insolent, and he commonly lays hold of passers-by, as if there were some deubt about the true ownership of their own coatcollars. These gentry will buy anything and ask no questions. To baffle detection, they frequently resort to a most ingenious rase. A thief, for instance, offers for sale a black cloth coat, with velvet collar and slik lining. The receiver at once hands the coat over to a woman who sits sowing in a back apartment. She rips off the velvet collar and hastily swes in its place a cloth collar. In like manner, for the slik lining is substituted a linea liang. The coat is at once put up for sale, and it is not unlikely that the original owner may come along and purchase it.

These sewing women of these shops are most generally ill-paid and ill-treated. In cubby apartments, badly lighted and ventilated, they slave out their lives. They may be seen, sometimes, with slip-shod shoes and foul stockings, picking their way over stacks of old clothing, and looking up, ever and anon, through wan spectral eyes. To find a stolen article in these shops is the work of a six month, as inpunerable pagakages must be brought down from dusty shelves, untied, and inspected. The junk shop is still more unfathomable. Old pipe, glass, iron in inconceivable shapes, and brass in no end of sizes, litter up the floors. There are so many rage that one would think all paper land to the proper land to the

pauper-kind had just been newly clothed.

ing, he has soon a large custom, and ne takes proper precautions to avoid suspicion. The detectives soon learn of him, however, through the patrol police, or through the rovelations of some arrested thief. When such issues arise, the "fence" at once removes all his plunder, and alters the whole character of his shop. What was before a junk-shop is metamorphosed into a small greery, and the "fence keeper" himself cannot be found. So shrewd have our detectives become, indeed, that large "fences" exist here only by agercy. When a heavy robbery is planned the fence is duly informed. He supplies the rogues with a team to which the "sack" is transferred, and driven at once to the office of Adams' Express, or to the New York depot, or perhaps to some such as a soon later of the plate of the plate of the fence is duly informed. The plate of the least and previous year in consequence of the railway, also interrupted the forces engaged in the repairs to a greater extent, thereby increasing the amount of labor in renewing and adjusting the track.

The amount of new iron used during the year was a dily informed. He supplies the rogues with a team to which the "sack" is transferred, and driven at once to the office of Adams' Express, or to the New York depot, or perhaps to some such and the road has also in the road has also in the read to fine it had been in service and the large traffic of the year, which, while it caused additional amount of labor in required the forces engaged in the repairs to a greater extent, thereby increasing the amount of labor in renewing and adjusting the track.

The amount of one wiron (6,493 tons) used double the fence is duly informed. He supplies the rogues with a team to which the "sack" is transferred, and driven at come to the office of Adams' Express, or to the New York depot, or perhaps to some such as a such or clothing, or silver, is nicely boxed up, and directed, under an assumed name, to a "fence" in New York. Fine silks, for instance, will be marked "bots and shoes." The telegraph is then brought into requisition, and the agent in New York is told to inquire for "boots and shoes," consigned to the address upon the box. Another way of transferring plunder, (called "sag or sack,") is by means of agents who travel over the New York road, in the garb of sailors, carrying large bags to the sallors, carrying large bags.

The increase in the repuirs of cars is wholly due to the increased tonnage of the line. The large decrease (\$340,229.84), in the expenditures in conducting transportation, is mainly the result of the commutation of the tonnage tax since the seventh day of March, 1861, and the lease of the Harrisburg and Lancaster Railway, under which, instead of tolls, (herotofore embraced in this account,) the Company is paid the interest on their debt of \$700,000, at six per centum, and seven per centum upon their share capital of \$1,182,550. road, in the garb of sailors, carrying large bags that appear to contain their clothing. "Fencing," however, is not systematized here as in New York. In that city there are few pawnbrokers, but hundreds of "fences." The latter often pass for respectable

retail merchants, who have their factors in every

of robberies, and the proprietors often amass large

sort with receivers that the laws regulating them are very severe. Pawnbrokers are obliged to report their names and places of business at the Detective Office. They must give \$1,000 security, and have an insurance on their goods of not less than \$5,000. They are obliged to charge no more interest upon loans than 2 per cent. a month, which is constantly violated.) and are muleted in heavy fines for harboring thieves or refusing to assist the officers. About twelve pawnbrokers have served out terms in prison upon conviction of re-

ceiving stolen goods.

The romance of a "fence shop" has been admirably detailed by Mr. Dickens in Oliver Twist. In this city we have counterparts of Mr. Fagin and his house, and, with very little alteration of character and manner, the "Dodger," "Charley Bates," and "Toby Crackit," could be localized in Philadelphia or New York.

FIFTEENTH ANNUAL REPORT OF THE BOARD OF DIRECTORS TO THE STOCKHOLDERS PENNSYLVANIA RAILROAD COMPANY. FEBRUARY 4, 1862.

OFFICE PENNSYLVANIA RAILROAD COMPANY, PHILADELPHIA, Feb. 3, 1862 To the Stockholders of the Pennsylvania Railroad Company:

road Company:
Your Board of Directors, in conformity with the requirements of the charter of the company, submit a statement of its affairs for the year 1861, accompanied by the usual annual reports and statements of the several officers in the immediate charge of the company's railway and canals.

The following condensed statement exhibits the residuant of the contract of the company is submitted. earnings and expenses of operating your road du-ring the year 1861: Earnings from Passen-

145,158 14 ment troops.....
Earnings from United
States Mails..... 74 398 62 Earnings from . x. laneous sources..... 201,280 22

Total Earnings\$7,300,000 95 Expenses of Conducting
Transportation....\$1,199,131 24
Expenses of Motive General Expenses.... 69,023 02

Total Expenses.....\$3,653,062 76 Leaving net earnings from road .. \$3,646,938 19

Leaving net earnings from road...\$3,949,938 19
Exhibiting an increase in gross revenue over that of 1860, amounting to \$1,367,299 47, and in net receipts of \$1,350,535 79.

Omitting receipts from transportation of Government troops, \$145,158 14, the income from passenger travel is \$47,974 36 less than last year. The total number of passengers carried over the road during the year was 1,059,088, each passenger traveling an average distance of nearly 58 2-10 miles.

The earnings from freight exhibited an increase over those of 1860 of \$1,205,241 59. The whole over those of 1860 of \$1,206,241 59. The whole movement of freight on the road during the year, exclusive of 138,499 tons of coal, wood, lumber, iron, &c., for the use of the Company, was 1,620,586 tons. Of this amount, there was transported in the ears of the Company 276,861 tons of coal, and in the cars of individuals 427,893 tons, making the whole amount of coal transported 704,754 tons, showing an increase over 1860 of 181,531 tons. The amount of coal delivered at Pittsburg, from mines on the line of the road, during the year, was 131,309 tons; a decrease of 7,680 tons, as compared with last year.

of the road, during the year, was 131,309 tons; a decrease of 7,680 tons, as compared with last year. The aggregate tonnage of the line exceeds that of last year 274,061 tons.

It will be seen that nearly the whole of the increase in the revenue of the Company during the past year was derived from the transportation of eastward-bound freight to meet the European domand for our breadstuffs. The large increase in this traffic during the latter part of the year was due in a great measure to the closing of the Mississippi river as a commercial avenue. The additional rates obtained, in consequence of the supply of freight obtained, in consequence of the supply of freight seeking the seaboard markets being in excess of the facilities of the east and west lines for its transportation, has doubtless affected our revenues beneficially, but the reduced rates upon the local traffic required by the "commutation bill" of the last session of the Legislature has to some extent last session of the hegislature has we some careful neutralized this advantage.

As the Mississippi river cannot long continue closed to commerce, it would not be prudent to treat revenues thus temporarily acquired as a legituation of the commerce of the

The windows of their offices are opaque, and painted with gaudy announcements of "Money to Loan." They are restricted by law from keeping open after sunset, except on Saturdays, whereby offenders are unable to bear their plunder to these Shylocks in the darkness. The legitimate object subserved by these places is the temporary relief of the indigent, who have hopes of speedy replenishment. The illegitimate uses are many: they encourage ingratitude, theft, and extravagance. Wives have been known, impelled by some monomania, to empty their husbands' homes of the most triffing articles, road, and equip it with the requisite ears and loon-

paupar-kind had just been nawly clothed.

The proprietors belong to the family of Fagins, and hold the thieves in continual dread of the law. In fact, they often enforce children to steal, under threat of giving them up to justice for former dishoosety. Along the river front these junk shops are kept by river thieves, who generally own a boot, and so go out at nightfall to plunder vessels of old rope and wharves of iron bolts or bars. Some of them are the proprietors of push carts, with which they send out negroes and impoverished whites to find or steal at will. These agents often make circuits of many miles in the country, and do not come back for weeks. They are the terror of farmers, and appear to confound the rights of meum and tuum in a very ridiculous manner. Many of the small; jewelry shops about town are "fences." Ignorant thieves have been known to pawn or sell thereat magnificent jewels, that have been stolen.

There are, probably, one hundred "fences." in this city. The keepers of them are often old thieves, who have a large sequaintance with burglars, pick-pockets, and "sneaks." The intelligence travels from rogue to rogue that Pandusky, or Peter, or Makabe has opened a "fence," and the "boys" are at once summoned to encourage him. If the "fence" establishes a reputation for fair-dealing, he has soon a large custom, and he takes proper precautions to avoid suspicion. The detectives soon learn of him, however, through the partol police, or through the rover through the provents and intention bill is that between Pittsburg and Steathenville, to which Company the remainder of the fund, \$153,500, will be paid. The bonds of the fund, \$153,500, will be paid. The bonds of the fund, \$153,500, will be paid. The bonds of the fund, \$153,500, will be paid. The bonds of the fund, \$153,500, will be paid. The bonds of the fund, \$153,500, will be paid. The bonds of the fund, \$153,500, will be paid. The bonds of the fund, \$153,500, will be paid. The bonds of the fund, \$153,500, will be paid. The bonds of the fund,

In the General Exponse account there is a saving inland city. Their establishments are great depots So closely identified are pawnbrokers of the baser

fitably employed in relieving the pressure for trans-portation at Pittsburg. These tracks will now be relieved from the through freight passing over them, and the passenger travel also, as soon as the Company shall erect their new passenger station west of the Schuylkill. A proposition to lease the City Railroad on Market street, for a nominal sum, to transport the reduced business that will then pass over it, has been under consideration by the City Councils, but not as yet acted upon. Such a ofity Councils, but not as yet acted upon. Such a lease would involve the Company in an annual loss in maintaining said road, which could only be justified by the importance of keeping the line in such repair as will not damage the Company's rolling

Total earnings \$176,109 04 Expenses of the Eastern, or Susquehanna Division ... \$68,544 03
Expenses of the Juniata Divisions ... 40,261 63
Expenses of the Western Divisions (chiefly caused by freshets) ... 39,066 93

147,872 59

tumn, was quite equal to the boat capacity upon these improvements.

The Gaind upon the upper Juniata has but very little business upon it, and has not been much improved since it was purchased by the Company. The freshets that occurred during the past season were quite destructive on this part of the work and upon the Divisions west of the Alleghany Mountains. The expenditure for repairs caused by these freshets amounted to \$20,271, chiefly disbursed on the Western Divisions; otherwise the net receipts of the Canals would have been equal to those of the previous season. The damages sustained from the freshets, however, are but partially mended. From a close inspection of the work, the mended. From a close inspection of the work, the Engineer is of the opinion that it will require, during the next three years, for the renewal of the mechanical structures, fully \$30,000 to place the

ine in complete order, and capable of resisting freshets, after which but little work will be required upon it for many years. The repairs upon the Western Divisions are of a more temporary character, as it is presumed that the West Pennsylvania Railroad will, in a short time, be completed to raeter, as it is presumed that the West Pennsylvania Railroad will, in a short time, be completed to the Alleghany river, when this portion of the Canal may be abandened.

Instructions have been given to the Engineer Department to provide materials to complete the double track, during the ensuing summer, upon that portion of the line between the bridge over the Susquehanna river and the aqueduct at Duncan's Island, across the Janiata river, 11½ miles, and between Mill Creek and Huntingdon, 5 miles; also, from Johnstown to Nineveh, 9½ miles—in all 26 miles—and to prepare the grading for laying a double track, in 1863, between MeVaytown and the Juniata crossing below Newton Hamilton, during Juniata crossing below Newton Hamilton, during which year the double track between Huntingdon and Petersburg, 6½ miles, and between Ninoveh

which year the double track between Nineveh and Florence, 4 miles, in all a distance of 10½ miles, should also be laid, which will complete the double track continuously from Mill Creek to Pittsburg. There are ten miles of single track between Newport and the Juniata Aqueduct at Dunean's Island, which, when closed, will complete all the double track that it is important should be laid.

On the 28th of October last the Pittsburg, Fort Wayne, and Chicago Railroad was sold by the United States Marshal, at the city of Cleveland, to J. F. D. Lanier, S. J. Tilden, J. Edgar Thomson, Louis H. Meyer, and Saml. Hanna, Esqrs, a committee appointed at a meeting of the creditors and shareholders of that Company. The road is now worked under the direction of this committee, but it will be transferred to the new corporation under the style of the Pittsburg, Fort Wayne, and Chicago Railway Company, on or before the first of March next. In this new corporation the Pennsylvania Railroad Company holds over one million of dollars of its mortgsge bonds, and \$\$16,050 of its stock. The readjustment of the debts of the Company is substantially the same as proposed by the President The readjustment of the dens of the Company is substantially the same as proposed by the President of this Company while acting in the same capacity for the other Company, but, in consequence of the impossibility of securing a full acquiescence of all the interests to the plan, it became necessary to place the work under the auctioneer's hammer, which effect the granditure of much labor time.

place the work under the auctioneer's hammer, which, after the expenditure of much labor, time, and money, that might have been avoided, has secured the same results.

The reorganization of the debt of the Company upon a basis of entire equity to all the interests seems to have acted like magic upon its securities; the First Mortgages having been sold at ninety five per centum, which a short time since could have been obtained at fifty per centum, and the second Mortgages can now be sold for much more than they cost this Company; they lare, however, worth more than their present market value. In carrymore than their present market value. In carrying out the measures that secured this favorable result, and saved the stock investment of the Company in that road, the President met with this cor-dial and valuable assistance of the Chairman of the

Finance Committee and also of the Road Com-

Finance Committee and also of the Road Committee.

The Pittsburg, Fort Wayne, and Chicago Railroad Company has, during the past year, done a large and profitable business, fully sustaining the policy which dictated its completion as an independent line to Chicago, and at the same time demonstrating its ability to meet the interest upon all its bonds, while the shareholders will, ere long, begin to receive regular dividends.

The completion of the Pittsburg and Steubenville Railroad is the only other Western line the construction, of which it is very important for this Company to secure. Arrangements can be made to carry the work through upon favorable terms, as soon as the desired legislation is obtained.

At the Delaware terminus the Company has in process of crection a fireproof elevator, for the storage of grain, capable of holding 475,000 bushstorage of grain, capable of holding 475,000 bushels. This improvement, in connection with a covered wharf, extending from it, 80 feet in width by 515 feet in length, will afford facilities for the ship. vered wharf, extending from it, 80 feet in width by 515 feet in length, will afford facilities for the shipment of Western products, much needed in this city, which will, by the saving effected, cause largely increased shipments from this port to Europe and coastwise. This elevator is so constructed that its capacity can readily be doubled, while the cost of attendance will remain nearly the same.

The Philadelphia, Wilmington and Baltimore Railroad Company, the Philadelphia and Reading Railroad Company, and the Pennsylvania Railroad Company, and the Pennsylvania Railroad Company, under the charter procured from the Legislature of 1860, and amended at the last session. The object of this line is to connect these three railways by a continuous line along the west bank of the Schuylkill river from the Reading Railroad, near Peters' Island bridge, to the Philadelphia, Wilmington and Baltimore Railroad, at Gray's Ferry, intersecting the Pennsylvania Railroad near the Wire bridge, at Fairmount, so that an interchange of freights between these lines may be effected without passing through the populous portions of the city.

The deficiency of our line in the proper accommodations for passengers at its Pittsburg and Philadelphia termini, referred to in our last report, has

The deficiency of our line in the proper accommodations for passengers at its Pittsburg and Philadelphia termini, referred to in our last report, has not been supplied. At this point the location of this station has been delayed that it might conform to the charges that time must evidently effect in the policy of the Camden and Amboy Hailroad Company in relation to its entrance into this city. At Pittsburg, the recent action of the City Councils, and the movement of the lines terminating there, have enabled this Company to decide upon the proper location of the station at that point, and its erection, we think, will be effected this year.

The Directors again feet much gratification in being able to acknowledge the very efficient services of the employees of the Company during the past year. The circumstances attending the business of the year have taxed to its utmost the capacity and powers of endurance of the employees generally, who have cheerfully met the demands upon them.

By order of the Board,

J. Edgar Thomson, President.

THOMAS A. SCOTT, Vice President. PHILADELPHIA BOARD OF TRADE.

At the Merchants' Exchange, Philadelphia.

Ship Robert Cushman, Otis. Liverpool, soon Ship Atalanta, Whitmore. Liverpool, soon Ship Frank Boult, Morse. Liverpool, soon Bark Sen Engle. Port Spain, soon Ship John Sidney, Wheeler. Beifast, soon Bark Isabella C Jones, Holmes, Liverpool, soon Schr Annie, Le Blanc. Port Snain, soon FROM THE UNITED STATES.

FROM EUROPE.

Yours, &c.

BY TELEGRAPH.

(Correspondence of the Philadelphia Exchange.)

LEWES, Del., Feb. 2.

The ship Charter Oak, for Liverpool, went to sen at 9 o'clock this morning. Many vessels in the bay bound out. Wind NW—weather clear and pleasant.

Feb 3—The ships Niagara, from New York, Tranque-ber, from Hontleur, and schr Funnic, from Havana, left for Philadelphia this morning in low of tug America; the balance of the fleet left under sail, Wind E.

Yours, &c.

JOHN P. MARSHALL.

MEMOBANDA. MEMORANDA.

Bark E H'Yarrington, Gordon, from Messina for Philadelphia, was passed 27th Dec, lat 35 05, long 8 15.

Bark Rapid, Marschalk, from New York, was going into Vera Cruz 6th ult.

Ketch Connerce, Barnes, for Philadelphia, was at Mayague 19th ult. In the General Exponse account there is a saving of \$13,808.41 compared with the previous year.

The extension of your road from West Philadelphia, was passed 27th Dec, lat 35 05, long 8 15.

Bark E H Yarrington, Gordon, from Messina for Philadelphia, was passed 27th Dec, lat 35 05, long 8 15.

Bark E H Yarrington, Gordon, from Messina for Philadelphia, was passed 27th Dec, lat 35 05, long 8 15.

Bark E H Yarrington, Gordon, from Messina for Philadelphia, was passed 27th Dec, lat 35 05, long 8 15.

Bark E H Yarrington, Gordon, from Messina for Philadelphia, was passed 27th Dec, lat 35 05, long 8 15.

Bark E H Yarrington, Gordon, from Messina for Philadelphia, was passed 27th Dec, lat 35 05, long 8 15.

Bark E H Yarrington, Gordon, from Messina for Philadelphia, was passed 27th Dec, lat 35 05, long 8 15.

Bark E H Yarrington, Gordon, from Messina for Philadelphia, was passed 27th Dec, lat 35 05, long 8 15.

Bark E H Yarrington, Gordon, from Messina for Philadelphia, was passed 27th Dec, lat 35 05, long 8 15.

Bark E H Yarrington, Gordon, from Messina for Philadelphia, was passed 27th Dec, lat 35 05, long 8 15.

Bark E H Yarrington, Gordon, from Messina for Philadelphia, was passed 27th Dec, lat 35 05, long 8 15.

Bark E H Yarrington, Gordon, from Messina for Philadelphia, was passed 27th Dec, lat 35 05, long 8 15.

Bark E H Yarrington, Gordon, from Messina for Philadelphia, was passed 27th Dec, lat 35 05, long 8 15.

Bark E H Yarrington, Gordon, from Messina for Philadelphia, was passed 27th Dec, lat 35 05, long 8 15.

Bark E H Yarrington, Gordon, from Messina for Philadelphia, was passed 27th Dec, lat 35 05, long 8 15.

Bark E H Yarrington, Gordon, from Messina for Philadelphia, was passed 27th Dec, lat 35 05, long 8 15.

Bark E H Yarrington, Gordon, from Messina for Philadelphia, was passed 27th Dec, lat 35 05, long 8 15.

Bark E H Yarrington, Gordon, from Messina for Philadelphia, was passed 27th Dec, lat 35 05, long 8 15.

Bark E H Yarrington, Gordon, from Messina for Philadelphia, was passed 27th Dec, lat 3 Blayaguez 19th uit.

Schr Argus Eye, Nickerson, sailed from Antwerp 17th
uit. for Newcastle.

Schr B Watson, Willeby, at New York 2d inst. from
Palermo and Gibraltar, had very heavy weather on the

G. B. BLAKISTON, Commission Merchant,
ja10-2m

23 Seuth WATER Street.

CIRCULAR PRINTING, BEST

and Changer in the City, at BINGWALT

Holmes' Hole 30th ult. Touched on L'Hommedieu Bhoal, but got off after discharging part of cargo. Would proeed to destination. Capt Smith, of schr B Billian, at this port from Mon-Capt Smith, of schr R "liftlian, at this port from Mon-tego Bay, reports: Jan 27 experienced a hurricauch, du-ring which lay to for 50 hours under storm sail; had saits split, &c; at same time saw herm brig Alpha (Br) with loss of fore and main topmasts, and all attached; she ap-peared to be laboring heavill; Jan 15, no lat, &c, spoke brig Union, from St Jago for Bostop.

Brig Almore, Hofsos, at this port, left at Sagna 21st ult barks Express and Louisa; trigs Joseph Jay and J M Sayyer, discharged; Marcia, for New York Same day; schr-Harriet Ross, dische; John Stroup, do; W L Springs, do; Driigo, do. self-Harriet Ross, discheg, John Stroup, do; W. L. Springs, do; Dirigo, do.

A lefter dated Long Branch, N.J., Jan 30, states that the ship Arkwright, previously reported, lies broadside on, very casy, in 8 feet sand (not water.) The fide at high water hardly reaches the sea side of her. Capraius Meritt and Warden are discharging cargo, salt. They have about 2000 sacks out. They are making exartions to get her off as soon as possible. The anchors are laid out and cables on howrd. The vessel will draw 8 feet water light, but as she now lies so far on the beach, it will be hard to get her off. Bark Orsund, Dahl, from New York 31st ult. for Cork, returned 2d inst. to repair, having, lat inst, 12

Danish bark Orsund, Dani, from New York 31st uit. for Cork, returned 2d inst. to repair, having, 1st mst, 12 miles south of Barn egat, experienced a heavy gale from the eastward, during which sprung a lauk, store bul-warks, and damaged salis; was obliged to keep on a heavy press of canvas to keep from going ashore, which strained THEAT IN THE COURT OF COMMON

PHEAS FOR THE CITY AND GOUNTY OF PHILADRLPHIA.
In the matter of the Assigned Estate of SAMUEL T. In the matter of the Assigned Estate of SAMUEL T. STRATTON.

The Auditor appointed to audit, sottle, and adjust the first account of Samuel II. Davis, assignee, in trust for the benefit of creditors of Samuel T. Stratton, under deed of assignment executed December 8, 1860, and to report distribution of the balance, will meet all parties interested on WEDNESDAY, February 5, 1862, at 4 o'clock P. M., at his Office, No. 250 North FIFTH Street, Philadelphia.

[GEO. W. THORN, Auditor. TN THE DISTRICT COURT FOR THE CITY AND COUNTY OF PHILADEL-

THE CITY AND COUNTY OF PHILADELPHIA.

CARULINE D. HARRIS, and THOMAS E. McELROY, Trustee of said Caroline D., vs. CHARLES H.
DAYENPORT, CATHARIME S. POTTS, STEPHEY
KIMBALL, and MARY C., his wife, in right of said
Mary C., and EDMUND R. DAYENPORT.
March Term, 1862. No. 25. Summons in Partition.
Returnable the first MONDAY of March, 1832.
To make partition of the following real estate in the
city of Philadelphia, State of Pennsylvania:
No. 1. Lot on contheasterly side of Gray's Ferry Road,
33 feet north of Washington avenue, 113 feet front, contaming 8 acres, 145 perches. taining 8 acres, 145 perches.

No. 2. Lot on north side of Buck road, 294 feet east of Twenty fourth street, 695 feet 6 inches front, containing about 14 acres.

No. 3. Lot on easterly side of Long lane, 359 feet south of Buck road, 506 feet 7 inches front, containing 8% acres. No. 4. Lot on easterly side of road leading to White Hall, 485 feet 4 inches front. Bounded by lands now or late of the Girard estate and J. Alburger, and by the said road and Hollander's creek. Containing about 13

acres. No. 5. Lot and four-story brick store, east side of Front street (No. 25), 237 feet 8 inches north of Chestnut street, 16 feet 4 inches front, 40 feet 6 inches deep to Water street.

1821-tu6t

1838 ROBERT EWING, Sheriff. DHILADELPHIA, NOVEMBER 11,

PHILADELPHIA, NOVEMBER 11,

1861.—Notice is hereby given that writs of scire
facine will be issued on the following Claims for CURBING AND PAVING, in three months from the cate
hereof, unless the same are paid to the undersigned at
their Office, No. 617 SPRING GARDEN Street, Finia.

N. R. & T. P. POTTS,
Attorneys of H. S. Stephens.

THE CITY OF PHILADELPHIA TO USE OF E.
C. PANLING vs. JAMES M. LINNARD, in the Court
of Common Pleas, No. 135, June Term, 1861, against a
certain triangular lot of ground on the east side of Ninth
street, 198 feet 11 inches south of Moore street, in the
First ward of said city, containing in front on Ninth
street 20 feet 1 inch, on the northerly line about 210 feet
6 inches, and on the southerly line along the south line
of the towpath of the old Delaware and Schuykill canal,
about 360 feet to ground now or late of John Wagner.

SAME vs. SAME.—In the Court of Common Pleas,
No. 136, June Term, 1861. Against a certain triangular
lot of ground on the west side of Ninth street, in the First
ward of said city, 235 feet 4 inches south of Moore street,
containing in front on Ninth street 16 feet 8 inches, and
in depth 23 feet more or less.

PROPUSALS.

PROPOSALS. A RMY SUPPLIES.—OFFICE OF

A THE COMMISSARY OF SUBSISTENCE, No.
1139 GIRARD Street, Philadelphia, January 30, 1862.
PROPOSALS will be received at this office until 12 o'clock M., on the fourth day of FEBRUARY, 1862, for furnishing for the use of the United States Army, at such times and in such quantity as may be required during the month of February, the following subsistence stores—viz:

viz:
400 Barrels "prime mess" new Pork, full salted, 200 lbs. net; in well coopered oak barrels; meat to be free from rust or stain, and to be repacked within thirty days of delivery.
1,500 Barrels extra superfine Flour.
350 Bushels first quality new white Beans, in good flour barrels. flour barrels.

20,000 Pounds prime Rice, in good flour barrels.

30,000 Pounds prime Rice Coffee, in harrels.

45,000 Pounds light yellow Sugar, in barrels.

2,000 Gallons Vinegar.

3,000 Pounds best quality Adamantine Candles, full weight twolyses.

weight twelves.

12,000 Pounds good Hard Soap.

200 Gallons good Syrup or M.

Captain F. N. BUCK, Commissary of Subsistence U. S. Volunteers, ja31:tfe4

ARMY CLOTHING AND EQUIPAGE OFFICE.
PHILADRIPHIA, January 29, 1862.
Sealed Proposals will be received at this office until
FEBRUARY the 15th, for supplying the Schuylkill Arsenal with Packing Boxes in such quantities as may be
needed until June 30, 1862. They will be subject to inspection on delivery at the Schuylkill Arsenal, where
samples and sizes may be seen.

samples and sizes may be seen.

G. H. CROSMAN,

Ja30-tfel5 Deputy Quartermaster General. SEALED PROPOSALS are invited until the 5th day of February, 1862, for furnishing FLOUR to the Subsistence Department of the United FLOUR to the Subsistence Department of the United States Army.

About twelve thousand (12,000) barrels will be required, of a high grade of Extra Flour, to be delivered in Washington, at the Raiiroad Depot, or at the mills or warehouses in Georgetown, some time between the 5th and 15th of February, 1862. Each barrel of Flour to be inspected just before it is received.

The Flour must be equal in quality to the samples to be obtained at the Capitol Bakery, at Washington city, and the barrels to be head-lined.

The customary oath of allegiance will be required of each contractor.

Bids to be directed to Major A. BEOKWITH, C. S. U. S. A., and endorsed "Proposals."

Ja25-tfe4

MARSHAL'S SALES.

MARSHAL'S SALE.—By virtue of ERSUN, Judge of the District Court of the United States, in and for the District of New Jersey, in Admiralty, to me directed, will be sold at Public Sale, to, the highest bidder, for cash, on THURSDAY, the thirteenth day of February next, at one o'clock P. M., at the house of LLOYD JONES, at TUCKERTON, in the ceunty of BURLINGTON, one-fourth part of the schooner OTTWAY P. BINNS, now lying in Mullicariver, near Lower Bank, in said county, being the interest of OTTWAY P. BINNS, a resident and inhabitant of Charles City county, in the State of Virginia.

BENAJAH DEACON,
U. S. Marshal District of New Jersey.
Dated January 27, 1862. ja22-tuths-tel3*

Dated January 27, 1802.

MARSHAL'S SALE.—By virtue of a writ of sale, by the Hon. JOHN CADWALADER, Judge of the District Court of the United States in and for the Eastern District of Pennsylvania, in Admiralty, to me directed, will be sold, at Public Sale, to the highest and best bidder, for cash, at Derbyshire's Store, No. 108 North WATER Street, on WEDNESDAY, February 12, 1862, at 12 o'clock M., the following merchandise: 17 bags coffee, 22 rolls begging, 5 tierces hams, 1 bid do., 15 coils bagging rope, 3 do., and 1 do., 5 boxes raisine, being part of the cargo of schooner GEORGE G. BAKER.

WILLIAM MILLWARD,

WILLIAM MILLWARD, U. S. Marshal E. D. of Penna. Philadelphia, January 31, 1862. fel-öt COPARTNERSHIPS.

Dissolution.—The Copartnership formerly existing between the undersigned, under the firm of VANDERVEER, ARCHER, & CO., was dissolved Dec. 31, 1861, by limitation. The business will be settled by B. F. ARCHER and F. B. REEVES, at No. 45 North WATER Street. G. P. VANDERVEER, B. F. ARCHER, F. B. EEEVES, Philadelphia, January 10, 1862. COPARTNERSHIP NOTICE.—The undersigned

CUPARTNESSHIP NOTICE.—The undersigned have this day formed a Copartnership, under the firm of ARCHER & REEVES, for transaction of a WHOLE-SALE GROCERY business, at the old stand, No. 48 North WATER Street and No. 46 North DELAWARE Avenue.

BENJAMIN F. ARCHER, FRANCIS B. REEVES.

Philadelphia, Jan. 10, 1862. COPARTNERSHIP NOTICE.—ISBARL MORRIS this day retires from our firm.
His sons, THEODOBE H. MOBRIS and FREDERICK
W. MOBBIS, are admitted as partners; and the business will be continued as heretofore.
MORRIS, WHERLER, & CO.,
Iron Merchants,

Philadelphia, Dec. 31, 1861. MACHINERY AND IRON.

OUTHWARK FOUNDRY, FIFTH AND WASHINGTON STERRIF, PHILADELPHIA.

MEBRICK & SONS,
MERRICK & SONS,
Manufacture High and Low Pressure Steam Engher, for land, river, and marine service.

Boilers, Gasometers, Tanks, Iron Boats, &c.; Cestings of all kinds, either iron or brass.

Iron-Frame Boofs for Ges Works, Workshops, Rall-road Stations, &c.

Betorts and Gas Machinery of the latest and most improved construction.

Every description of Plantation Machinery, such at Sugar, Saw, and Grist Mills, Vacuum Pans, Open Steam Trains, Defecators, Filters, Pumping Engines, &c.

Sole Agents for N. Billieux's Patent Sugar Botting Apparatus; Nosmyth's Paten Isteam Hammer, and Aspinwall & Wolsey's Patent Centrifuga Sugar Draining Machine.

INSURANCE COMPANIES. DELAWARE MUTUAL SAFETY INSURANCE COMPANY, PHILADELPHIA. Incorporated by the Legislature of Pennsylvania, 1835. Office, southeast corner of THIRD and WALNUT

MARINE INSURANCE On Vessels, Cargo, To all parts of the world. On vuocon,
Cargo,
Cargo,
Froight,
INLAND INSURANCES
On Goods, by Rivers, Canals, Lakes, and L
to sil parts of the Union.
FIRE INSURANCES On Merchandise generally. On Stores, houses, &c.
ASSETS OF THE COMPANY,

PAR.

8100,000 United States Five per cent. Loan. 8100,220 00
50,000 United States Six per cent. Treasury Notes.

25,000 United States Seven and Three-tenths per cent. Treasury Notes
tenths per cent. Treasury Notes
100,000 State of Pennsylvania Five per 119,448 17 Loan.... 80,000 State of Tennessee Five per cent. 24,075 00 20,000 Pennsylvania Railroad, 1st Mort-20,000 00 14,587 50

Bela Estate.

Balances due at Agencies—Premiums on marine Policies, Interest, and other Debts due the Company.

Scrip and Stock of sundry Insurance and other Companies, \$11,843—estimated values. 43,131 97 4,086 00 51,615 36 \$869,126 37 DIRECTORS. uel E. Stokes, J. F. Peniston, Edward Darlington,
H. Jones Brooke,
Spencer M'Hvaine,
Thomas U. Hand,

John C. Davis,
James Traquair,
William Eyre, Jr.,
James C. Hand.
William C. Ludwig,
Joseph H. Scal,
Dr. R. M. Huston,
George G. Leiper. Bobert Burton, Jacob P. Jones, James S. McFarland, Joseph H. Soal,
Dr. R. M. Huston,
Joshua P. Evre,
John B. Semple, Pittsburg,
Unaries Kelly,
WILLIAM MARTIN, President.
THOMAS C. HAND, Vice President.
HENRY LYLBURN, Secretary. THE RELIANCE

MUTUAL INSUBANCE COMPANY, OFFICE No. 305 WALNUT STREET, rose against LOSS OR DAMAGE BY FIRE, on Houses, Stores, and other buildings, limited or perpetual, and on Furniture, Goods, Wares, and Mer-chandise, in town or

Goods, Wares, and Merchandise, in town or country.

CASH CAPITAL, \$231,10.00 - ABSETS \$317,142.04, Which is invested as follows, viz:

In first mortgage on city property, worth double the amount. \$167,900 00

Pennsylvania Bailroad Co.'s 6 per cent. first mortgage loan, at par. \$6,000 00

Pennsylvania Bailroad Co.'s 6 per cent. \$8,000 00

Pennsylvania Bailroad Co.'s 6 per cent. \$8,000 00

Huntingdon and Broad Top Railroad and Ganal Co.'s mortgage loan. \$9,000 00

Ground rent, first-class. \$2,462 50

Altateral loans, well secured. \$2,500 00

City of Philadelphia 6 per cent loan. \$0,000 00

Allegheny County 6 per cent. Pa. BB. loas. \$1,050 00

Commercial Bank stock. \$1,155 01

Mechanics' Bank stock. \$1,255 01

The County Fire Insurance Co.'s stock. \$1,050 00

The County Fire Insurance Co.'s stock. \$1,050 00

The Deleware M. S. Insurance Co.'s stock. \$1,050 00

Tho Deleware M. S. Insurance Co.'s stock. \$2,000 00

Bills receivable. \$2,000 00

Bills receivable. \$2,000 00

Top 00

Bills receivable. \$2,000 00

Top 00

14,302 74

Book Socounts, accrued interest, &9,000 00

Top 06

2817,142 04 The Mutual principle, combined with the security of a Stock Capital, entitles the insured to participate in the property of the Company, without liability for LOSSES.

Leases promptly adjusted and paid.

DIRECTORS.

Olem Tingley,
William R. Thompson,
Frederick Brown,
William Stevenson,
John B. Worrell,
E. L. Carson,
Bobset Taland,
G. D. Bosengarten,
Charles S. Wood,
James S. Woodward,
John Bissell, Pittaburg.
OLEM TINGLEY, President.

B. M. HINGHMAN, Secretary. February 16, 1861. A NTHRACITE INSURANCE COMPANY. — Authorized Capital \$400,000 — OHARTER PERPETUAL.
Office No. 311 WALNUT Street, between Third and Fourth Streets, Philadelphia.
This Company will insure against loss or damage by Fire, on Buildings, Furniture, and Marchandise generally.

William Esher,
D. Luther,
Lewis Anderried,
John B. Blakiston,
Joseph Maxield,
WILLIAM ESHER, President.
W. M. Shiri, Secretary. FIRE INSURANCE.

MECHANICS' INSUBANCE COMPANY OF PHILADELPHIA, No. 138 North SIXTH Street, below Eace, Insure Buildings, Goods, and Merchandise generally, from Loss or Damage by Fire. The Company guaranty to adjust all Losses promptly, and thereby hope to merit the patronage of the public.

DIRECTORS.

William Morgan,
Francis Cooper,
George L. Dougherty,
James Martin,
James Duross,
Matthew McAleer,
Bernard Hafforty,
Thomas J. Hemphill,
Thomas Fisher,
Francis McManus,
FRANCIS COOPER, President.
BERNARD RAFFHRTY, Secretary. BERNARD BAFFERTY, Secretary.

TNSURANCE COMPANY OF THE A STACE OF PENNSYLVANIA—OFFICE Nos. 4 and 6 EXCHANGE BUILDINGS, North side of WAL-RUT Street, between DOGK and THIRD Streets, Philadelphia.
INCOBPORATED in 1794—CHARTER PERPETUAL.
CAPITAL, \$200,000.
PROPERTIES OF THE COMPANY, FEBRUARY
1, 1861, \$507,094.61.
MARINE, FIRE, AND INLAND TRANSPORTATION INSURANCE.

Henry D. Sherrerd,
(Charles Macalester,
William S. Smith,
John B. Austin,
William B. White,
George H. Stuart,
Edward C. Knight.
HENRY D. SHERRERD, President Edward C. Knight.

HENRY D. SHERRERD, President.

1729-1 WILLIAM HARPER, Secretary. A MERICAN FIRE INSURANCE

COMPANY. Incorporated 1810. CHARTER PERPETUAL. No. 810 WALNUT Street, above Third, Philadelphia. PERPETUAL. No. 310 WALNUT Street, above Thiru,
Philadelphia.
Having a large paid-up Capital Stock and Surplus, invested in sound and available Securities, continues to
insure on Dwellings, Stores, Furniture, Microhandies, Yessels in port and their Cargoes, and other Personal Property. All Losses liberally and promptly adjusted.

DIRECTURS.

Thomas R. Maris,
John Welsh,
Samuel C. Morton,
Patrick Brady,
John T. Lewis,
THOMAS R. MARIS, President.

ALBERT C. L. CRAWFORD, Secretary.

TAXABLE PROMESTICATION AND CONTROL OF THE PROMESTICATION AND

DENN MUTUAL LIFE INSU-

DANIEL L. MILLER, President. SAMUEL E. STOKES, Vice President. JOHN W. HORNOR, Secretary. EXCHANGE INSURANCE COM-PANY—Office, No. 409 WALNUT Street.

Fire Insurance on Houses, and Merchandise generally, on favorable terms, either Limited or Perpetual.

DIRECTORS. Jeremiah Bonsall,
John Q. Ginnodo,
Edward B. Boberts,
Bemuel D. Smedley,
Reuben C. Hale,
JEREMIAH BONSALL, President.
JOHN Q. GINNODO, Vice President.
BIGHARD COS, Becretary.

THE ENTERPRISE (FIRE INSURANCE EXCLUSIVELY.) COMPANY'S BUILDING, S. W. CORNER FOURTH AND WALNUT STREETS. DIRECTORS.

F. Batchford Starr,
William McKee,
Halbro Frazier,
John M. Atwood,
Benj T. Tredick,
Ecnry Wharton,
F. BATCHFORD STARR, President.
GMARLES W. COME. Secretary

Mordecal L. Dawson,
Geo. H. Stuart,
John H. Brown,
Andrew D. Cash,
L. Erringer.
F. BATCHFORD STARR, President. TIRE INSURANCE EXCLUSIVE-LLY... The PENNSYLVANIA FIRE INSURANCE COMPANY. Incorporated 1925. OHARTER PERPETUAL. No. 510 WALNUT Street, opposite Independ-

DIRECTORS.
son, Thomas Hobins,
l, Daulel Smith, Jr.,
ly, John Dovereux,
rs, Thomas Smith. Jonathan Patterson, Quintin Campbell, Alexander Benson, William Montellus, Issae Harlehurst,
JONATHAN PATTERSON, President.
WILLIAM G. CROWELL, Secretary. HAMS.—1,000 pieces sugar-cured Otty-smoked Hams for sale by O. C. SADLER & CO., 103 ARCH Street, 2d door above Frent.

OLD LEAD—8 barrels just received per schooner Amalia, for sale by JAUBETCHE & UARSTAIRS, 202 and 204 South FRONT Street. DRIED APPLES.—66 sacks new Western Dried Apples;
7 bbls new Western Dried Apples.
Just received and in store For sale by
MURPHY & KOONS,
ja7-tf No. 146 NOBTH WHARYES.

RAILROAD LINES. THE PENNSYLVANIA CENTRAL RAILROAD.
THE GREAT DOUBLE TRACK BOUTE. 1862.

THE CAPACITY OF THE ROAD IS NOW EQUAL TO ANY IN THE COUNTRY.

THE GREAT SHORT LINE TO THE WEST.

Facilities for the transportation of passengers to and from Pittshurg, Clucinnati, Chicago, St. Louis, St. Paul, Nashville, Memphis, New Orleans, and all other towns in the West, Northwest, and Southwest, are unsurpassed for speed and comfort by any other routo. Sleeping and smoking curs on all the trains.

THE EXPRESS RUNS DAILY; Mail and Fast Line Sundays excepted. Past Line " " 11.30 A. M
Express Train " 10.30 P. M
Parkesburg Accommodation leaves Phils. at..12.30 P. M
Harrisburg " " 2.30 P. M
Lancaster " " 4.00 P. M
West Chester passengers will take the Mail Train, the
Parkesburg Accommodation.

Parkenburg Accommodation, and the Laucaster Ac

25,000 00 modation.

Passengers for Sunbury, Williamsport, Elmira, Buffalo, Niagara Falis, and intermediate points, leaving Philadelphia at 8 A. M. and 2.30 P. M., go directly Philadelphia at 8 Å. M. and 2.30 P. M., go directly through.

For further information apply at the Passenger Station, S. E. corner of ELEVENTH and MARKET Streets.

By this route freights of all descriptions can be forwarded to and from any point on the Railroads of Ohio, Kentucky, Indiana, Illinois, Wi-consin, Iowa, or Missouri, by railroad direct, or to any port on the navigable rivers of the West, by steamers from Pittahurg.

The rates of freight to and from any point in the West by the Pennsylvania Railroad, are, at all times, as favorable as are charged by other Bailroad Companies.

Merchants and shippers entrusting the transportation of their freight to this Company, can rely with confidence on its speedy transit. their freight to this company, and the freight contracts or shipping directions apply to or address the Agents of the Company.

S. B. KINGSTON, JR., Philascelphia.

D. A. STEWART, Pittchurg.

D. A. STEWART, Pittshurg.
OLARKE & Co., Chicago.
LEECH & Co., No. 1 Astor House, or No. 1 South
William street, New York.
LEECH & CO., No. 77 Washington street, Boston.
MAGRAW & KOONS, No. 80 North street, Baltimore.
H. H. HOUSTON, Gon'l Freight Agent, Phila.
L. L. HOUPT, Gen'l Ticket Agent, Phila.
ENOCH LEWIS, Gon'l Suv't, Altoons. jyl-ff NORTH PENNSYL-

TOR BETHLEHEM, DOYLESTOWN, MAUGH OHUNK, HAZLETON, EASTON, EOKLEY, &c. WINTER ARRANGEMENT. THREE THROUGH TRAINS.
On and after MONDAY, NOVEMBER 4, 1861, Pas-On and after MONDAY, NOVEMBER 4, 1861, Passenger Trains will leave FRONT and WILLOW Streets, Philadelphia, daily, (Sundays excepted.) as follows:

At 6.40 A. M., (Express.) for Bethlehem, Allentown, Manch Chunk, Hazleton, &c.

At 2.45 P. M., (Express.) for Bethlehem, Meston, &c.

This train reaches Easton at 6 P. M., and makes a closs connection with the New Jersey Central for New York.

At 6.06 P. M., for Bethlehem, Allentown, Mauch Chunk, &c.

At 5.00 F. St., for Demonstrate Attack of the A. M. and 4 P. M., for Doylestown.
At 6 P. M., for Fort Washington
The 5.40 A. M. Express Train makes close connection with the Leligh Valley Bailroad at Bethlehem, being the shortest and most desirable route to all points in the Lehigh coal region.

TRAINS FOR PHILADELPHIA.

Leave Bethlehem at 7.07 A. M., 9.18 A. M., and 5.85
P. M. P. M.
Leave Doylestown at 6.30 A. M. and 3.20 P. M.
Leave Fort Washington at 6.50 A. M.
ON SUNDAYS—Philadelphia for Fort Washington

BOAD.
On and after MONDAY, JAN. 6, 1862.

PASSENGER TRAINS LEAVE PHILADELPHIA:
For Baltimore at 3.30 A. M., 8.15 A. M., 11.85 A. M.,
(Express), and 11.00 P. M.
For Chester at 3.15 A. M., 11.85 A. M., 3.45 and 11.00 P. M.
For Wilmington at 3.30 A. M., 8.15 A. M., 11.35 A. M.,
4.45 and 11.00 P. M.
For New Castle at 8.15 A. M. and 3.45 P. M.
For Dover at 8.15 A. M. and 3.45 P. M.
For Milford at 8.15 A. M.
For Salisbury at 8.15 A. M.

For Milford at 8.15 A. M.

For Salisbury at 8.15 A. M.

TRAINS FOR PHILADELPHIA:

Leave Baltimore at 8.30 A. M. (Express), 1.05 P. M.

(Express), 5.20, and 7 P. M. (Express).

Leave Wilmington at 7.30 and 12.33 A. M., 4.15, 8.45, and 9.50 P. M.

Leave Salisbury at 2.35 P. M.

Leave Milford at 4.55 P. M.

Leave Milford at 4.55 P. M.

Leave Mouthout at 11 A. M. and 8.10 P. M.

Leave Chester at 8.20 A. M., 12.15, 4.50, and 9.30 P. M.

Leave Chester at 8.20 A. M., 12.15, 4.50, and 9.30 P. M.

Leave Chester at 8.20 A. M., 12.15 and 11.30 P. M.

TBAINS FOR BALTIMORE:

Leave Chester at 8.45 A. M., 12.05 and 11.30 P. M.

Leave Chester at 8.45 A. M., 12.05 and 11.30 P. M. Leave Wilmington at 4.30 A. M., 9.25 A. M., 12.35 P.

lton Sunbury and Eric E. R.

On and after Monday, October 28, 1861, until further notice.

FOB GERMANTOWN.

Leave Philadelphia, 6, 7, 8, 9, 10.05, 11, 12 A. M., 1, 2, 8, 4, 5, 6, 7, 8, 9, 10 %, and 11% P. M.

Leave Germantown, 8, 7, 7%, 8, 8%, 0%, 10%, 11%, A. M., 1, 2, 3, 4, 5, 6, 7, 8, 9%, 11 P. M.

The 8% A. M. train from Germantown stops at Duy's and Tioga only.

ON SUNDAYS.

Leave Philadelphia, 9.05 A. M., 2, 7, and 10% P. M.

Leave Germantown, 8.10 A. M., 1, 6, and 9% P. M.

OHESTNUT HILL BALLBOAD.

Leave Philadelphia, 6, 0, 11, A. M., 2, 4, 6, 8, and 10% P. M.

Leave Chestnut Hill, 7.10, 8.10, 10.10, A.M., 12.40, 3.40, 5.40, 7.40, and 9.10 P. M.

Leave Chestnut Hill, 7.50 A. M., 2 and 7 P. M.

Leave Chestnut Hill, 7.50 A. M., 12.40, 5.40, and 9.10 P. M.

FOR CONSHOHOCKEN AND NORBISTOWN.

Leave Philadelphia, 6%, 9.05, 11.08 A. M., 1%, 8.06, 4%, 6.05, and 8.06 P. M.

Leave Norristown, 7, 8, 9, 11 A. M., 1%, 4%, and 8 P. M.

Leave Morristown, 7, 8, 9, 11 A. M., 1%, 4%, and 6
P. M.

ON SUNDAYS.

Leave Philadelphia, 9 A. M., 3 P. M.

Leave Norristown, 7 & A. M., 5 P. M.

Leave Monayunk, 6 & P. M.

Leave Manayunk, 7 & A. M., 5 & and 7 P. M.

Leave Manayunk, 7 & A. M., 5 & and 7 P. M.

Leave Minapyunk, 7 & A. M., 5 & and 5 P. M.

Leave Minapyunk, 7 & A. M., 5 & and 5 P. M.

Leave Minapyunk, 7 & A. M., 5 & and 5 P. M.

Leave Minapyunk, 7 & A. M., 5 & and 5 P. M.

Leave Minapyunk, 7 & A. M., 5 & and 5 P. M.

Leave Minapyunk, 7 & A. M., 5 & and 5 P. M.

Leave Minapyunk, 7 & A. M., 5 & and 5 P. M.

Leave Minapyunk, 7 & A. M., 5 & and 5 P. M.

Leave Minapyunk, 7 & A. M., 5 & and 5 P. M.

Leave Minapyunk, 7 & A. M., 5 & and 5 P. M.

Leave Minapyunk, 7 & A. M., 5 & and 5 P. M.

Leave Minapyunk, 7 & A. M., 5 & and 5 P. M.

Leave Minapyunk, 7 & A. M., 5 & and 5 P. M.

Leave Minapyunk, 7 & A. M., 5 & and 5 P. M.

Leave Minapyunk, 7 & A. M., 5 & and 5 P. M.

Leave Minapyunk, 7 & A. M., 5 & and 5 P. M.

Leave Minapyunk, 7 & A. M., 5 & and 5 P. M.

Leave Minapyunk, 7 & A. M., 5 & and 5 P. M.

Leave Minapyunk, 7 & A. M., 5 & and 5 P. M.

Leave Minapyunk, 7 & A. M., 5 & and 5 P. M.

Leave Minapyunk, 7 & A. M., 5 & and 5 P. M.

Leave Minapyunk, 6 & M. M., 5 & and 5 P. M.

Leave Minapyunk, 6 & M. M., 5 & and 5 P. M.

Leave Minapyunk, 6 & M. M., 5 & and 5 P. M.

Leave Minapyunk, 6 & M. M., 5 & and 7 P. M.

Leave Minapyunk, 6 & M. M., 5 & and 7 P. M.

Leave Minapyunk, 6 & M. M., 5 & and 7 P. M.

Leave Minapyunk, 6 & M. M., 5 & A. M., 5 & A

WEST CHESTER AND PHILADELPHIA BAIL-WINTER ABRANGEMENT.
On and after MONDAY, Nov. 25, 1861, the trains will leave PHILADELPHIA, from the Depot, N.E. corner of EIGHTEENTH and MARKET Streets, at 8.30 A.M., 2, 4.15, and 8.45 P. M., and will leave the corner of THIBTY-FIRST and MARKET Streets, (West Philadelphia, at 17 minutes after the starting time from the

Depot.

Leave PHILADELPHIA at 8 A. M. and 2 P. M.
Leave West Chester at 8 A. M. and 4 P. M.
Leave West Chester at 8 A. M. and 4 P. M.
The Trains leaving Philadelphia at 8.30 A. M. and 4.15
P. M. connect at Ponnetton with Trians on the Philadelphia and Baltimore Central Ballroad for Concord, Kennett, Oxford, &c., &c.

HENEY WOOD,
Superintendent

PHILADELPHIA
AND EXADING RAILBOAD
OO., (Office 227 South Fourth street.)
PHILADELPHIA, April 27, 1861.
BEASON TICKETS.
On and after May 1, 1861, sosson tickets will be issued OUR PAN 2.

OUR PAN 2.

PETTAL. No. 510 WALNUT Street, opposite inner and provided in the street of the community for this Company, favorably known to the provide of three, six, nine, and the community or for a limited time. Also, on Furniture, stocks of Goods, or Merchandise generally, on liberal street.

Their Capital, together with a large Surplus Fund, is invested in the most careful manner, which enables them to offer to the insured an undoubted security in the case of the capital street, where any further information and be obtained.

2. BRADFORD,

Treasurer.

PHILADELPHIA

PHILADELPHIA AND ELMIRA R. B. LINE.

1862 WINTER ARRANGEMENT. 1862
For WILLIAMSPORT, SCRANTON, ELMIRA, and all points in the W. and N. W. Passenger Trains leave Depot of Phila. and Reading B. R., cor. Broad and Callowhill streets, at 8 A. M., and 3.15 P. M. daily, except Sundays.
OUICKEST ROUTE from Philadelphia to points in QUICKEST ROUTE from Philadelphia to points in Northern and Western Pennsylvania, Western New York, &c., &c. Baggage checked through to Buffalo, Niagara Falls, or intermediate points.

Through Express Freight Train for all points above, leaves daily at 6 P. M.

For further information apply to

JOHN S. HILLIS, General Agent.

THIRTEENTH and CALLOWHILL, and N. W. cor.

SIXTH and CHESTNUT Streets.

ja31-ff

WEST CHESTER

BRAILROAD TRAINS VIA PENNSYLVANIA BAILROAD, leave depot, corner ELIVENTH and HARKET Streets, at \$ A. M., 12.30 noon, and 4 P. M.

SALES BY AUCTION. FURNESS, BRINLEY, & CO., 429 CHESTNUT STREET. SALE OF IMPORTED AND DOMESTIC DRY GOODS.

On Friday Morning,
February 7, at 10 o'clock, by catalogue, for cash—
400 lots of French, British, and American dry good
comprising a desirable assortment of seasonable goods.

Samples and catalogues early on morning of sale.

DANCGAST & WARNOCK, AUC-TIONEERS, No. 213 MARKET Street. STOCK OF A FIRST-CLASS RETAIL HOSIERY EMBROIDERY, AND TRIMMING STORE, by Catalogue.
On Wednesday Morning, February 5, at 19 o'clock, comprising an assortment for the goods, selected for the best city retail sales. rery fine goods, selected for the bast city retail sales.

Included will be found—
Ladier', gents', and children's hose and half hose; kid, cloth, and silk Paris fans; parasols and umbrellas; embroideries, laces, handkerchiefs, bonnet velvet and trimning ribbans, fancy caps, &c., being the entire stock of a Also, on Wednesday morning, an invoice of ladies', Also, a line of cotton hosiery.

Also, an assortment of Germantown fancy knit goods.

B. HOPPIN & CO., AUCTION-EERS, 242 MARKET STREET. GENERAL SALE OF DRY GOODS, SHAWLY, BLANKETS. FLANNELS, HOSIERY, FANCY GOODS, NOTIONS, &c., &c. On Thursday Morning, January 6, at 10 o'clock, embracing a desirable assortment of seasonable goods, adapted to present sales, and to which the attention of the trade is requested.

BUCK GAUNTLETS.

Included in sale of Thursday morning will be found a full line of buck gauntlets, of the very best manufacture and finish. ind finish.

Goods open for examination, with catalogues, early on morning of sale.

PHILIP FORD & CO., AUCTION-EERS, 525 MARKET and 522 COMMERCE Sts. LARGE POSITIVE SALE OF 1,200 CASES BOOTS, SHOES, BRUGANS, AND GUM SHOES. On Thursday Morning,
February 8, at 10 o'clock, at 10 o'clock, will be sold, by catalogue, 1,200 cases men's, boys', and youths' calf, kir, grain, sand thick boots, brogans, gatters, and Wellington boots; women's, misses', and children's gout, calf, and kip boots, shoes, and lasting gatters. Also, city-made goods, and first quality gam overshoes.

Goods open for examination, with catalogues, sarly on the morning of sale.

MOSES NATHANS, AUCTIONEER AND COMMISSION MERCHANT, southeast corner of SIXTH and BACE Streets. TAKE NOTICE.

The highest possible price is loaned on goods at Na-thans' Principal Establishment, southeast corner of Sixth and Raco streets. At least one-third more than at any other establishment in this city. NATHANS' PRINCIPAL MONEY ESTABLISH MENT.
260,000 TO LOAN.
In large or small amounts, from one dollar to thousands on diamonds, gold and silver plate, watches, pewelry marchandise, clothing, furniture, bedding, pianos, and

goods of every description. LOANS MADE AT THE LOWEST MARKET RATES. This establishment has large fire and thief-proof safes, for the safety of valuable goods, together with a private WESTABLISHED FOR THE LAST SO YEARS.
ALL LARGE LOANS MADE AT THIS, THE
"PRINCIPAL ESTABLISHMENT."
CHARGES GREATLY REDUCED.

AT PRIVATE SALE, AT LESS THAN HALF USUAL STORE PRICES. Gold and silver watches of every description, from one dellar to one hundred dollars each, gold chains, fashion-able jewelry, diamonds, &c.

MOTELS. A CARD.—THE UNDERSIGNED,
A late of the GIRARD HOUSE, Philadelphia, have
'eastd, for a term of years, WILLARD'S HOTEL, in
Washington. They take this occasion to return to their
old friends and customers many thanks for pack favors,
and beg to assure them that they will be most happy to
see them in their new quarters.

SYKES, CHADWICK, & CO.
WASHINGTOR, July 16, 1861.

au23-1y

WINES AND LIQUORS. DURE PORT WINE. DURE PORT WINE.

DUQUE DO PORTO WINE, BOTTLED IN
PORTUGAL IN 1820.

Physicians and invalids in want of a reliable article of
pure Port Wine can be supplied by inquiring for the
above wine at OANTWELL & KEFFER'S,
Southeast corner GEEMANTOWN Avenue
and MASTER Street.

HENNESSY, VINE-YARD PRO-prietors, Bisquit, Tricoche & Co., Marett, Pinet, and other approved brands of COGNAC BRANDY, for sale, in bend and from store, by CANTWELL & KEFFER, Southeast corner GEBMANTOWN Avenue and MASTER Street.

QTUART'S PAISLEY MALT WHIS-KY. Buchanan's Coal Ha Whisky,

Leave Charter at 8.46 A. M. 12.00 and 11.00 H.

M. and 12.10 a. M.

M. and 12.10 a. M. VENTORS, and those wishing to forward Packages to the Camps of the Army, or Naval Stations of the Coast or Gulf:

Having secured especial privileges for visiting all the departments both of the Army and Navy, and all the camps of the various military stations, and the naval posts of the Coast and Gulf, for the purpose of introducing and selling to the Departments, Military Storckeepers, Commissaries, Quartermasters, Suiters, Officers and Soldiers, and also to Naval Agents and Paymasters of the Navy, all.articles required for the use, convenience, comfort, and necessity, both of the Army and Navy, we have organized the above-entitled AGENCY AND CAMP EXPRESS, with its headquarters in the city of Washington. Under this arrangement—entirely complete, and extending through all the departments both of the Army and Navy,—we can offer unequalled facilities to Merchants, Manufacturers, and Inventors, in readiness of sale, saving of time, and the many expenses unavoidable through the usual tedious channels of sale to the Dapartments, Camps, and Naval Stations. Those wishing to avail themselves of the benefits of this thorough and extensively-organized system of agency, can do so by oxpress, and prices and explanations by letter. All packages for camp delivery marked to our address by express, and prices and explanations by letter. All packages for camp delivery marked to our address, washington, D. C. All goods, inventions, wares, or merchandise, of whatever nature, ordered by this Agency, will be paid for on delivery. Letters of inquiry will meet with prompt attention.

Agents well referred, with small means, can find profitable emptoyment in this organization. A few are wanted. Office No. 211 PENNSYLVANIA Avenue, opposite Willard's Hotel, Washington, D. C.

Befferences:

Geode Law, New York. Erastus Corning, Albany. Mossés H. Grinnell, "All Shift, "All S

THE ADAMS EXPRESS
OMPANY, Office 320 CHESTNUT
Street, forwards Parcels, Packages, Merchandise, Bank
Notes, and Specie, either by its own lines or in connection
with other Express Companies, to all the principal Tewes
and Cities of the United States

E. S. SANDFORD,
jels
General Superintendent.

BUSINESS NOTICES. TOHN A. ALLDERDICE,

Has resumed the Practice of his Profession at
NEW CASTLE, DELAWARE. [ja28-3m* A OPPENHEIMER, MERCHANDISE BROKER in all branches of trade, and
manufacturer of every description of Army Goods, No.
48 South THIRD Street, west side, second story, Philadelphia.
del7

ARRANGEMENTS OF NEW YORK LINES.
THE CAMBEN AND AMBOY AND PHILADELPHIA AND TRENTON RAILROAD CO.'S
LINES FROM PHILADELPHIA TO NEW
YORK AND WAY PLACES.
FROM WALNUT-STREET WHAF AND KENSINGTON DEPOT. FROM WALNUT-STREET WHARF AND KENSINGTON DEPOT.
WILL LEAVE AS FOLLOWS—VIZ:
FARE.

Montrose, Great Bend, &c., at 7.10 A. M. from Konsington, via Belaware, Laekawanna and Western Ballroad.
For Mauch Chunk, Allentown, Bethlehem, Belvidere, Easton, Lamberville, Flemington, &c., at 7.10 A. M. and 3 P. M. from Kensington Depot; (the 7.10 A. M. Line connects with train leaving Easton for Mauch Chunk at 3.35 P. M.)
For Mount Holly, at 6 A. M., 2 and 4 P. M.
For Freehold, at 6 A. M., and 2 P. M.
WAY LINES.
For Bristol, Trenton. &c., at 7.10 and 94 A. M. and

WAY LINES.
For Bristol, Trenton, &c., at 7.10 and 9½ A. M., and 3, 5, 6.30, and 12 P. M. from Kensington.
For Bristol, and intermediate stations, at 11½ A. M. from Kensington.
For Palmyra, Riverton, Delanco, Boverly, Burlington, Florence, Bordentown, &c., at 12½, 1, 4, 5, and 5½ P. M. M. Sor For New York, and Way Lines leaving Kensington Depot, take the cars on Fifth street, above Walnut, half an hour before departure. The cars run into the Depot, and on the strival of each train run from the Depot, and the Depot, and Depot, and Depot.

Fifty Pounds of Baggage only allowed each Passonger.
Passongers 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

pecial contract. fe3-tf

M. THOMAS & SONS,
Nos. 139 and 141 South FOURTH Street,
(Formerly Nos. 67 and 69.) ** PUBLIC SALES REAL ESTATE AND STOCKS
AT THE EXCHANGE ON TUESDAYS. REAL ESTATE AT PRIVATE SALE.

BEF We have a large amount of real estate at private
ale, including every description of city and country proporty. Printed lists may be had at the Auction Stre. REAL ESTATE, STOCKS, LOANS, &c.-FEB. 4. VALUABLE ROLLING-MILL AND FARM, 90 cros, with superior water-power, stone mansion, tenant couses, &c., four miles from Contesville, Chester county, ?m. THREE-STORY BRICK STORE AND DWELL-THREE.STIEY BRIGK STORE AND DWELLING, No. 1923 Callowhill street.
VALUABLE KARM, 79 acros, Chester county, Pa.
GROUND-RENT, S54 per annum.
LOANS AND STJOK.
S2,000 Keokuk, Mt. Pleasant, and Muscatine Railroad
Company, for account of whom it may concern.
60 Shares Harrishurg Bridge Company,
Assigners sale (Consolidated) Stock Cattawissa Railroad Company,
5 shares Philadelphia and Havre de Grace Steam Towboat Company.

SALES BY AUUTION.

bost Company.

5 shares American Academy of Music,

1 share in the Mercantile Library Company.

1 first motigace 6 per cent, coupon bond (\$500) of the
Lugan county Mining and Manufacturing Company of blogate votally statement of Music, with ticket.

1 share same company, par \$100.
5 shares American Academy of Music, with ticket.

\$3,000 \$WATARA RAILROAD.

For account of whom it may concern—
6 bonds (\$500 each) Swatura Railroad Company.

EN ECUTOR'S SALE.

Raints of Alexander Tower, decid—

20 shars Reliance Insurance Company, par \$50. 6.000 SHARES PENNSYLVANIA MINING COM-PANY.
On Weinoslay,
February 5, at 12 o'clock noop, at the office of the company, No. 417 Walnut street, will be sold for noncompany, No. 417 Walnut street, will be sold for non-payment of assessments— 6,000 shares Pennsylvania Mining Company of Michi-

SALE OF VALUABLE MISCELLANEOUS BOOKS, FROM A PRIVATE LIBRARY.

This Afternoon,
Frbruary 4, commencing at 4 9 clock, will be sold a collection of valuable miscellaneous books, from a private library. library.

For particulars see catalogues and books. Sale at Nos. 139 and 141 South Fourth Street.
SUPERIOR FURNITURE, FRENCA-PLATE MIRRORS, HIANO-FORTYS, BEDS AND BEDDING,
BRUSFELS AND OTHER CARPETS, CHIMA AND
GLASSWARE &c.
On Thursday Morning,
At 9 o'clock, at the Auction Store, the superior furniture, piano-fortes, mirrors, Brussels and other carpets,
&c., from families decilining housekeeping, removed to the
store for convenience of sale.

BF Catalogues ready the day previous to sale.

Sale No. 117 North Tenth Street.
NEAT HOUSEHOLD FURNITURE, BRUSSELS CABPETS, &c.

CABPETS, &c.

On Friday Morning,
February 7, at 10 o'clock, at No. 117 North Tonta
street, the nent household furniture of a family declining
housekeeping. Also, the kitchen furniture.

May be examined at 8 o'clock on the morning of

FOR SALE AND TO LET. TO RENT A Desirable HOUSE, niences. Reserving Office, Furniture for tale, if desired. Apply to ja21-tf 1423 WALNUT Street. FOR SALE AND EXCHANGE A large number of Farms in the adjoining Counties, States of Delaware, Maryland, New York, and New Jersey, averaging from 10 to 200 acres of land. Those wishing to exchange or purchase would do well to call and examine my Register of Farms. Apply to jai-tf E. PETFIT, No. 309 WALNUT Street. TARM FOR SALE.—A FARM, in excellent state of cultivation, containing fifty-one acres, (nine of which are woodland,) pleasantly situated in Limerick township, Montgomery county, two and a half miles from the Limerick station, on the Reading Bailroad, is offered for sale. Price—Five thousand delines (85,000). Apply on the premises.

noile-tf SAMUEL H. GRAFF. FOR SALE—A Desirable FARM,

Run Station, North Pennsylvania Railroad, ucar Sandy Run Station, North Pennsylvania Railroad, with first-class Stone buildings, Trincipal part of the purchase-money can remain at 5 per cent. Apply to E. PETTIT, jal No. 309 WALNUT Street. TIRST-CLASS STEAM FORGE FIRST-CLASS STEAM FORGE FOR SALE.

Will be sold, at public sale, at 2 o'clock P. M., on TUESDAY, the fourth day of February, 1862, at the public house of W. L. DellORBON, in the city of Reading, the property known as the KEADING STEAM FORGE, in said city.

Said Forge is substantially built, and completely enlipped with all the modern improvements, including a seven-ton knemyth hammer and three Kirk steam hammors, each with heating furnaces and boilers attached. A tyrebending machine and oven, three puddling furnaces, five blacksmith's forges, two thirty-ton cranes, one largest-class boring mill, slotting machine, turning lathe, and sixty-horse engine. Main building, 390 by 100 feet, with sheet iron roof, a carpentershop, and brick office, with fire proof, &c., on the premises, which contain over

WEEKLY COMMUNICATION BY STEAM BETWHEN NEW
YORK AND LIVERPOOL, calling at QUEENSTOWN, (Ireland,) to land and embark passengers and
despatches.
The Liverpool, New York, and Philadelphia Steamship are intended to sail as follows:
FROM NEW YORK FOR LIVERPOOL.
OITY OF WASHINGTON. Saturday, Fob. 8, 1862.
EDINBURGH Saturday, Feb. 16, 1892.
ETNA Saturday, Feb. 22, 1862.
And every Saturday throughout the year, from PIER

In Glasgow, to WM. INMAN,
18 Dixon street. LIVERPOOL, NEW YORK, COMPANY.

NOTICE TO PASSENGERS.

By order of the Secretary of State, all passengers leaving the United States are required to procure passports before going on board the steamer.

JOHN G. DALE, Agent. THE BRITISH AND NORTH

The ships from Boston call at Halifax and Cork Harbor.

PERSIA, Capt. Judkins.

ABABIA, Capt. J. Stone.

ASIA, Capt. E. G. Lott.

AUSTRALASIAN,

Capt. Cook. EUROPA, Capt. Mockiey.

MIAGABA, Stanton.

MIAGABA, Stanton.

MIAGABA, Mockiey.

Philadelphia and New York Express Steamboat Oos a pany receive freight and leave daily at 2 P. M., delive ging their cargoes in New York the following days.

Freights taken at reasonable rates.

WM. P. OLYDE, Agent,
WM. P. OLYDE, Agent,
JAMES HAND, Agent,
aul-# Piers 14 and 16 EAST RIVER, New York.

Philadelphia Steam Propeller Company will commence their business for the season on Monday, 18th instant.

Their steamers are now receiving freight at Second Pier above Walnut street.

Terms accommodating. Apply to modating. Apply to
W. BAIRD & OO., mhl3 ARD AND GREASK 50 tierces

prime Leaf land;
50 tierces White Grand
Direct from the West, and in steel by
MURITY IKOONS,
ja7-tf Ho, 146 NORTH WHARVES. DAMPHLET FRINTING, AND every other description of Printing, of the most superior quality, at the most reasonable rates, at RING-WALT & BROWN'S, Drenel's Building, 24 South THIRD Street. WM. H. GATZMEB, Agent.