\$11,425,004 69

A Diplomat on Diplomacy. "There's Wisdom!"-Captain Cuttle

To the Editor of The Press : CONCERNING THE IDENTITY OF THE DIPLOMAT AND HIS EXORDIUM. SIR: A ponderous pamphlet, bearing the very modest title of "A Review of Mr. Seward's Diplomacy, by a Northern man," has recently made its unannounced appearance in circles political and literary, and though, up to this time, it has not attracted attention adequate to the industry with which it has been circulated, it is evertheless a production of peculiar merit, and should not be al-

lowed to pass among "the things that were" until at least one effort has been made for its preservation. There are certain indications, about some of the references, which seem to confer on Philadelphia the honor of its incubation, while the poculiarities of style, added to other circumstances, not necessary now to advert to, leave little room to doubt that the scholarly author is no less a person than the late distinguished Commissioner to the most imperial court of China. The civilized world may hegitate to admit that China is the highest school for diplomacy, but the Chinese themselves cannot be supposed to be skeptical upon the subject, and the attitude of the ex-commissioner tends to add weight to their presumption.

Diplomacy, then, is the theme, China the school, and the ex-commissioner the expounder! In order that patriotism may not be startled, the expounder prefaces his exposition by an assurance that he is actuated solely by a spirit of "genuine and rational loyalty." It was perhaps necessary that this assurance should be given, when it is recollected that the man who electrified China was one of the recipients of the patronage of James Buchanan, and that he took an early opportunity, on his return to his native land, to avow his opposition to "coercing" those who then threatened rebellion. Whether moral forces, alone, operated on his mind at that time, or visions of a lordship, earldom, marquisate, or principality, influenced his action, is a question which can only be satisfactorily settled by n joint council of phrenologists and metaphysicians; sufficient for us is the assertion that now, at this present writing, he is conscious of the influence of genuine and rational loyalty."

HE IS PERPLEXED AND OFFENDED AT THE PUB-LICATION OF STATE PAPERS. "The correspondence of the State Department" is the document which our "loyal" and distinguished fellow-countryman places upon his dissecting table, but he does not immediately annihilate that. His first criticism does not touch the character of that correspondence, but is devoted merely to stately animadversion on the fact of publication. The writer then proceeds to give instances of the damaging character of the publication of certain letters; which damaging character consists in the fact that the Secretary of State authorizes the printing of letters, which, at the time they were written, (as he intimates to the minister addressed,) were not intended to be made public. Now, this astute negotiator and hypercritical critic might have learned, even in China, that the publication of di plomatic correspondence may be highly improper at one period of time, and eminently proper at another. It may, for instance, be imprudent today to say that "our supplies of arms are running low," but if, in a mouth hence, we voluntarily publish the correspondence, it is tolerably good evidence, to candid minds, that our stock of arms has been satisfactorily increased; a piece of information unostentatiously furnished, and which must be highly gratifying, as well to the spirit "genuine and rational loyalty" of our pamphleteer, as to the irrational leaders and abettors of the most unholy and causeless rebellion the world has ever

HE THINKS IT UNDIGNIFIED TO PLACE TRAITORS UNDER SURVEILLANCE. Another circumstance, which seems to offend the moral sensibility of this most conscientious of diplomatic critics, and most genuine of loyal citizens, is the fact that our minister to England furnished his department with information which enabled it to put certain traitors under surveillance. The following passage, from a letter to Mr. Adams is anothously selected for reprobation, and prefaced by the most profound historical references, and most felicitous and severe sarcasms: " I have great pleasure in saying that the information we receive from you concerning them is often very valuable, and enables us to put our own authorities here in a way of vigilant surveillance, which promises phieteer and profound diplomat had not conclusively established, by his own unsupported assertion, an unblemished character for "genuine and rational loyalty," unsophisticated citizens might be disposed to think him slightly sympathetic with the Southern traitors; as most of the objections which he makes would be vigorously urged by Davis, Mason, Slidell, Benjamin, or Floyd; and it is not at all unlikely-if the most magnificent and grandiloquent Jefferson Davis should ever conquer the universe, or subdue St. Domingo-that the fluent writer of this very logical and loyal pamphlet will receive the honor of knighthood (the Golden Fleece, we would suggest) from his august hand, and morit, moreover, a further induction to the Order of the

THE DIPLOMAT'S ANTECEDENTS. The supposed writer of this elaborate tract has hitherto had, if not a reputation for the most exalted integrity, at least the reputation of being a respectable and even an able lawyer; but, in his recent effort, he falls immeasurably; and, in following his sinuous tracks through the bye-ways of verbal criticism, there can be observed nothing more edifying than the ingenuity of a detective policeman or the subtlety of a Tombs attorney. While accompanying the critic, the fair-minded reader cannot avoid pausing to inquire concerning his previous history, and can only have a partial solution to his doubts by the information that the "rational loyalty," which pervades every line of the pamphlet, once illumined the regions of a Court of Quarter Sessions, and grew in strength while prosecuting cases of petty larceny.

HOW HE PATRONIZES THE PRESIDENT. The patriotic reader, during his journey with our diplomatic Menter, will at least have the gratification of appreciating the condescension with which the President of the United States is patronized. Here, for instance, is a paragraph which could have been dictated by nothing short of "genuine and expiring amidst the concord of sweet sounds. rational loyalty;" it is so well calculated to insure harmony among ourselves, and to attract respect, if not awe, from the nations of the world! But let the author speak for himself. This is his language: "If we hid to choose, we much prefer the hamply, honest style of the President, no doubt characteristic tably been neglected by his countrymen. How of the man and of his social meridian, through which a meaning struggles for expression, to the he been placed at the head of the State Departambitious, affected, bungling rhetoric of the Secre-

Some men are silly enough to imagine that, by attempting criticism, they rise to any eminence occupied by the object or person criticised, and our pamphleteer has manifestly fallen into this delusion. He forgets the "peevish fool of Crete, that taught his son the office of a fowl," and also forgets that, "for all his wings, the fool was drowned." Still, we have reason to be thankful to him, for though the Secretary is decidedly snubbed, our honest President is petentatiously patronized, and the graphic style of to witness our Chief Magistrate's thoughts "struggling for expression!" Surely, if Mr. Lincoln's he would patiently peruse this pamphlet, and be pride and rational vanity (not to mention the filled with illimitable gratitude for condescension from so pure and magnificent a source; for be it understood that the President never had a grandfather who tried to sell his country, and then claimed to be a patriot because he could not get his price, or from fear of a discovery while huckstering about | But let not this thought discourage the panting soul the trifle; nor did his father ever violate a sacred trust, moral or financial; neither did he himself, ever-just preceding an election-transmit money to unscrupulous politicians of a remote county, with the significant injunction that "Lehigh must do | trymen when—and only when—the names of Abra-SPECULATIONS CONCERNING THE DIPLOMAT'S AN-

CESTRY. Now, who the father, grandfather, or great grandfather of our diplomat—who facetiously styles himself "a Northern man"-may be, or have been, we have no means of knowing with certainty; but, nevertheless, there must be a pregnant suspicion in every mind, which enjoys the happy privilege of perusing this paragon of pamphlets, that the writer was born to greatness: "Upon what meat doth this our Cæsar feed That he is grown so great?"

indignantly inquires the crafty Cassius; but the craft would have been lost had Cæsar been but half as stately a personage as our pamphleteer. He evidently owes no part of his social status to mere diet, for, without hesitation, he would direct the pompous Malvolio to place him in the cate gory of those who are "born great." Some heads of distinguished houses think themselves entitled to especial reverence because, forsooth, an apocryphal and bull-headed ancestor crossed the channel with the Conqueror; others plume their vanity with the thought that they can trace genealogical relationship to Tiberius, Nero, Caligula, Domitian, or Elagabalus; but, to the man of "genuine and rational loyalty," these are mere mushm references, for his ancestry must certainly have flourished ere Phœnicia was known, or Tyre founded. Like the honest Milesian, one of his more recent ancestors must have been an avewitness to the deluge, and sailed in a beat of his own on that memorable occasion. Nothing less than this degree of antiquity can possibly justify the amount of self-complacency indulged in by the candid author of this sixty-paged pamphlet; and even amply furnished with documentary evidence to prove that his lineal predecessor outsailed old Nosh, it may not be inappropriate to suggest that he should always keep in remembrance an old, but most veracious couplet:

"What can ennoble fools or cowards? Not all the blood of all the Howards."

A REMARKABLE COINCIDENCE. Notwithstanding that it is impossible to question the "loyalty" and veracity of this eminent scribe, (the malignant will be disposed to add, "and Pharisee," but we protest against the interpolation,) it is remarkable how very like he writes to one whose sole object might be to give hope to treason, and discouragement to patriotism. All facts seem cisco, which has been interrupted some time by to be perverted to this end, and where facts are defloods in California, was resumed on Thursday.

ficient, imgination is not slow to supply their place; | Report of the Philadelphia and Erre yet this coincidence must be accidental, or perhaps it is the result of a mind naturally devicus, or of a disposition corrupted in its formation; for does he not himself say that he is loyal, " rationally and genuinely" loyal, and is he not "an honorable

*THE DIPLOMAT ARHORS PLEBRIAN NAMES. Among the aristocracies of Europe and Asia, individuals are to be found who entertain peculiar notions as to persons and unconquerable prejudice upon the subject of certain names, as being indicative of "a social meridian" utterly inconsisten with proper refinement, and entirely incompatible for association with families that float easily down the tide of time, bringing with them monuments of epochs far anterior to the flood. The plebeian names of some of our foreign envoys are poculiarly offensive to the acute sensibilities of our diplomatic instructor. His aristocratic nose elevates itself with ineffable scorn, as he declaims against the appointment of "a crowd of obscure and untried men, from the North exclusively, whose very names (the Pikes, and Foggs, and Judds,) remind one of the grotesque nomenclature of one of Mr. Dickens' novels. Happy Dickens! not to be included in the nomenclature. Whether poor Pike (who is further overwhelmed by a villainous and threadbare pun) can stand up beneath the weight of this withering sneer, or whether the unfortunate Fogg and Judd will be able to survive the crushing attack, which almost equals the thunderbolt hurled at the devoted head of the much-abused Doctor

"I do not like you, Doctor Fell— The reason why I cannot tell; But this I know, and know right well, I do not like you, Doctor Fell!"

it is impossible, at present, to determine; but this much is certain, that, if they are not crushed and pulverized, they must be made of sterner stuff than appeared probable in the calculations of the professor of "genuine and rational loy-

As this elequent commentator inveighs against the contamination of vulgar names, he recalls to vigorous recollection his illustrious prototype, and we see vividly realized the fiery Hotspur's indignant description of a dancing dandy. The creation of the poet's fancy glides from the page of the immortal tome, and moves with languid animation before us. It is difficult to decide whether the dandy or the commentator is most aptly delineated by the poet, when he says :

"'Twixt his finger and his thumb he held A pouncet box, which ever and anon he Gave his nose, and took 't away again; but the strongest point of resemblance between the characters would probably be upon the battle-field -the victory supposed to be won by Union troops and loyal soldiers-with solemn tread removing the honored dead from "the field of their fame fresh and gory"-here the musical voice of our pamphleteer becomes discordant, as he shrilly calls

them "Untaught knaves, unmannerly, To bring a slovenly, unhandsome corse Betwixt the wind and his nobility."

HE MISSTATES FACTS. But let the poetry pass, while we show that this fastidious Addisonian is mistaken as to facts, of course not wilfully, but grossly. In the first place, our diplomatic representatives are not "exclusively" from the North, as can be attested by Mr. Cassius M. Clay, of Kentucky, now minister to Russia. It would have been generous if, instead of, by inuendo and assertion, seeking to create and foment sectional jealousies, our immaoulate loyalist had given expression to the fact that every Southern State, not in rebellion, has a representative either in the Cabinet of the President, or at a foreign Court; but generosity can hardly be expected under the peculiar circumstances of the present case, especially when we consider that justice, and nothing less, is the sole object of the pam-

The idea of negotiation on the subject of privateering is so strangely offensive to the patriotism of our adept in State policy that he discovers in it "an offer to surrender unconditionally a part of the war-making power recognized in the Constitution." That those are most blind who will not see is a maxim too old to be disputed; and blind indeed must that statesman be who cannot perceive that very important conditions were involved in that

rebellion by suggesting causes of war with foreign Powers? What motive could have prompted the wording of such sentences as "fugitives of English heads of native born citizens to high military positions;" and, in alluding to Mr. Muir's arrest, (which, with qualification, is admitted to have been just,) "It at once destroyed confidence in American law, and, in doing so, fatally wounded American eredit." Surely no motive could have manifested itself in the penning these passages, save the desire to do simple justice to all men; for does not the writer quote from an English parliamentary critic the following opinion in reference to our country: "There is not a security that was established for liberty of speech, writing, or motion, which is not swept away," and then, of his own free will, magnanimously say "this is rather overstated."

HE IS DISPOSED TO ADMIRE MISTER DAVIS. It may, at some future time, be gratifying to Jefferson Davis to know that, while our princely diplomat objects to "the bungling rhetoric" of the Secretary of State, and to the President's "homely style, through which a meaning struggles for expression," he can, with a degree of acquiescence, if not of approbation, refer to "the vigorous lan-guage of Mr. Davis." Yet this exquisite discrimi-nation will never be properly appreciated; not while unqualified loyalty holds its court in the hearts of our citizens, or the muse of history remains undefiled by treason.

HE GROWS LACHRYMOSE AND PERORATES AMID THE SILVERY CADENCES OF "EUTHANASIA." After dropping tears over "the sad affair of the Trent," concerning which he has "neither space nor heart to speak," (and then proceeds to find both space and heart,) our comprehensive diplomat concludes his edifying, though somewhat prolix pumphlet, with a poetical peroration, melting to the music of "Euthanasia," and metaphorically WHAT HE SHOULD HAVE BEEN, AND WHAT HE

Our author (we will call him author, because a man who writes a pamphlet of sixty pages—and such a pamphlet!—deserves no less) has indubidifferently might we have been situated to-day, had ment! His natural acumen and undoubted patriotism, sharpened by an extended police practice, have ended the war ere it had commenced; for he would have contemned coercion, compelled commerce to forsake the inclement ports of the North to repose in the soft bosom of the sunny South, made manufactures flourish on the banks of the Pedce and the margin of the Black Warrior, and, discovering the fountains of wisdom in the brains of Wigfall, he would have submitted our crumbling Constitution to a process of reinvigoration, such as would have occurred to few other living minds. "genuine and rational loyalty" almost enables us All this, and more, he would have done had he been our Premier; but even all this he could not have accomplished without having wounded the feelings of Captain Cuttle and mortified the honest genuine loyalty ") of the renowned Bunsby. Fate, however, in allotting the details of futurity omitted to direct that our diplomat should occupy "the modest little State Department," and, therefore, much that might have been, will now never be. of our too modest author, for he is irrevocably dedicated to fame, and-not unlike the poets who expect to be remembered when Shakspeare is forgotten-he will be green in the thoughts of his counham Lincoln and William H. Seward cease to be

honorably identified with their country's history. CALIFORNIA. * We would recommend to the perusal of our Diploma * we would recommend to the perusal of our Diplomat, (when he can find relaxation from the loftier duties of verbal criticism, and the dissemination of "rational and genuine loyalty," as he understands it,) Shakspeare's beautiful play of "Romeo and Juliet," especially the passage where the fair heroine fondly and truthfully exclaims:

claims:

"What's in a name? that which we call a rose,
By any other name would smell as sweet;"

and we beg to make a feeble effort to impress upon his
towering intellect the fact, that it is not indispensable,
in order to make a man honest, noble, or wise, that he
should be called Colmondoley, Esterbazy, Whiskerandos,
or Chrononhotonthologus, any more than it necessarily
makes a man an ignoramus and a snob if he has unfortunately inherited the monosyllabic name of Pike, or Figg, or Judd; or even the equally brief patronymic of Wright or Reed.

GENERAL NEWS.

A RILL has been introduced into the New A RILI has been introduced into the New York State Legislature enabling railroad companies to form associations for the compensation of the relatives who lose their lives in railroad travelling. The bill allows the companies to make a slight addition to their rates of fare for this purpose, and to insure the lives of their passengers in any good life insurance company, if preferred. The bill also assumes a very ominous aspect for railroad travel, inasmuch as it provides regular surgical depots at numerous stations along the routes. numerous stations along the routes.

THE WILL OF COL. COLT .- The will of the late Colonel Colt, of Connecticut, has been made public. He leaves to his wife a gross legacy of \$30,000; a life estate in the Mansion House, with currounding grounds and outbuildings; a life estate in 1,000 shares of Colt Manufacturing Company stock, and a large proportion of the residuum of the

THE ST. LOUIS ASSESSMENTS .- All the asthe ST. House Assassments.—All the dis-sessments on the disloyal citizens of St. Louis, for the support of the Union refugees of the Southwest, have been either paid in or satisfied by the seizure of property, with the exception of four or five still WHERE'S BARNUM?-A woman residing in

Shippensburg, Pa., recently gave birth to a child which had four ears, four legs, and four arms—all, with the rest of the body, singularly well de-THE Montreal Pilot complains that deser-

tions from the English regiments, quartered in that city, have become very frequent of late. Nearly all of the deserters, on reaching the United States, join the Union army. TELEGRAPHIC communication to San Fran-

kailroad Company. OFFICE OF THE PHILADELPHIA AND ERIE

RAILROAD COMPANY. PHILADELPHIA, February 10, 1862 In our last Annual Report it was stated that application had been made to the Legislature of Pennsylvania for the passage of an act authorizing the mortgage on our road, for seven mil-lions of dollars, to be satisfied, and a new one, for five millions of dollars, to be executed : the bonds under which should have precedence over the debt due to the State. In accordance with this application an In accordance with this application, an act was passed by the Legislature, and approved by the Governor, on the 5th day of March, 1861, entitled "An Act to change the name of the Sunbury and Erie Railroad Company, and to facilitate the completion of a road from Sunbury Erie."

to Erie."

By this act, the corporate name of the Company was changed to "The Philadelphia and Eric Railroad Company," and the Company was authorized to issue five thousand bonds of one thousand dollars, or of two hundred pounds sterling each, hearing an interest of six per centum per annum, to be secured by a morrgage upon the whole line of the road, which should be the first lien upon the property described therein, except as to that part of the road which extends from Sanbury to Williamsport, upon which a mortgage for one million of dollars was, and still is, in existence.

still is, in existence.

The Company was also authorized to execute forty bonds for one bundred thousand dollars, each payable in forty years from the date thereof, bearing interest at the rate of six per centum per annum, from and after the first day of January, 1872, the same to be secured by a mortgage to the Commonwealth of all the property of the Company, which mortgage should be subject to both the two above-mentioned mortgages for five millions of dollars, and for one million of dollars, respectively; dollars, and for one million of dollars, respectively the said forty bonds to be delivered to the Cou the said forty bonds to be delivered to the Com-missioners of the Sinking Foud, to be held by them as collateral security for the payment of the five-per cent. bonds for three millions five hundred thousand dollars, then in the sinking fund, the time for the payment of which was extended till the maturity of the bonds for four millions of lollars thus to be given as collateral security

therefor.
On the surrender and cancellation of all the five per cent. bonds of the Company, made by authority of the act for the sale of the State canals, approved the 21st day of April, 1858, except those above mentioned, bolonging to the State, for three mil-liens five hundred thousand dollars, it was made the duty of the Trustees of the mortgage for seven millions of dollars forthwith to enter satisfaction of he record thereof. The mortgage for five millions of dollars, and the bonds to be secured thereby, were duly executed, bearing date the 30th day of March last, and the

bearing date the 30th day of March last, and the mortgage for four millions of dollars to the Commonwealth, with the accompanying bonds, were executed on the 1st day of April last.

The passage of the act above recited, it was believed by the Company and by the Logislature, would secure the speedy completion of the road, through a sale of the bonds, for five millions of dollars, thus having precedence of the debt to the State; and, in any ordinary state of the money market, such bonds so secured would undoubtedly have commanded a ready sale at a fair price.

By the time, however, the preliminary arrangehave commanded a ready sale at a fair price.

By the tine, however, the preliminary arrangements required by the act were completed, and the seven millions mortgage was satisfied, the country had become involved in the fearful struggle for its very existence occasioned by the great rebellion still raging in one-third of the States of the Union, and taxing to the utmost the resources of the loyal States for its suppression. Under the great depression produced by this condition of the country it was found impossible to negotiate a sale of these bonds at any price that would provide for the liabilities of the company, and complete the unfinished portion of the road.

portion of the road.

The only party disposed to entertain any feasible proposition that would accomplish these all-important objects was the Pennsylvania Railroad portant onjects was the remsylvanta kullroad Company; a company having, to a large extent, common shareholders with our own, and a like interest with us in developing the resources and trade of our State and its principal city. The proposal of aid from that company was connected with a proposition for a practically permanent lease to them of our whole line of road. After a very protracted negotiation, the terms of such a lease, and an accompanying contract, were finally agreed upon, as ratified by you at a special meeting, held for that purpose, on the 18th of November last; but from delays incident to the adjustment of many practical details the same were not executed until the 6th of January of the present year. By the conditions of this lease, the Pennsylvania

By the conditions of this lease, the Pennsylvania Railroad Company have entered into possession of our entire road and its appurtenances, for a term of 999 years from the first day of the present year; and they are bound at all times during said term to work, use, maintain and efficiently operate and keep the same in public use at their own cost and risk, with such locometives and cars, to be furnished risk, with such locometives and cars, to be furnished proposition.

Can it be possible that "genuine and rational loyalty" would descend to misrepresentation—that

and perform all such acts and things as may be lawfully and properly required to facilitate the business of the road.

For these expenses, risks and services, the Pennsylvania Railroad Company are to retain seventy per centum of the gross receipts of the road, from all sources; the other thirty per centum thereof to belong to the Philadelphia and Erie Railroad Company, to be appropriated to the payment of its necessary expenses, and of the interest and sinking fund to become due under the several mortgages, and any any surplus to form a dividend fund for the fund to become due under the several mortgages, and any surplus to form a dividend fund for the benefit of the stockholders.

By the provisions of the accompanying contract, the Pennsylvania Railroad Company have agreed to purchase three millions eight hundred thousand dollars of our six per cent. mortgage bonds, at the rate of 85 per cent. of their par value, the whole of the proceeds thereof to be paid on the drafts of our Company, as the work proceeds, under contracts to be approved by both parties, for the construction and completion of the railroad from Sunbury to the harbor of Erie, with the necessary sidings, depots, station houses, machine shops, and other buildings and improvements, and for such extensions thereof as the business of the road may require.

and improvements, and for such extensions thereof as the business of the road may require.

The remaining twelve hundred thousand dollars of the said bonds the said Pennsylvania Railroad Comany have agreed, by endorsement on said bonds, to purchase at par, as the interest and principal shall become due, the said bonds to be applied by our Company towards the payment of its outstanding debts.

These twelve hundred thousand dollars of bonds, with the other assets of the company, do not afford sufficient means entirely to discharge these debts; but a large proportion of the creditors of the company have already consented to meet its necessities by accepting seventy per centum of the amount of their respective claims in the said guarantied bonds at par, and the other thirty per centum thereof in the stock of the Company. It is confidently expected that the remaining demands of the same class will be settled on the same terms, so as to enable the company to discharge all its present liability.

able the company to discharge all its present habili-ties, except the mortgage debts, and thus free its affairs from the embarrassments under which they affairs from the embarrassments under which they have so long labored, and secure the speedy completion of our too long delayed enterprise.

Independently of the accomplishment of these most desirable objects, worthy in themselves of a great sacrifice, it is believed by intelligent parties, familiar with railroad management, that seventy per cent of the gross receipts of the line is not an unreasonable proportion to be retained by the Company which is to be at all the cost and risk of operating and maintaining the road and its appurtenances, and of providing and keeping up the rolling stock therefor.

The amount of interest to be paid annually by the

The amount of interest to be paid annually by the Company on its mortgage debt, after the completion of the road, will be \$370,000, until the year 1872, of the road, will be \$370,000, until the year 1872, when interest will commence on the mortgage to the State for \$4,000.000.

The Board confidently believe that the gross earnings of our road, which is to connect Philadelphia with the most important harbor on Lake Eric, cannot be less than \$1,250,000 per annum from the first year that it is put into efficient operation throughout its whole length, with a steady annual increase of such receipts. Thirty per cent. of that sum will pay the annual interest for which the company will then, and for ten years from this time, be liable. Whenever the gross receipts shall amount to \$3,000,000 per annum, the proportion thereof belonging to this company will be sufficient not only to pay the interest on all the mortgages of the company, but also six per cent. on its capital stock.

stock.

In view of the large and increasing gross receipts of all the other through lines of East and West roads, and of the peculiar advantages which our line possesses for both through and local business, it cannot be reasonably doubted that in the course

of a very few years our road must yield to its stockholders a fair return for their investment; a return which must increase from year to year for a long period, as the resources of the large region of our State, for which it will be the sole outlet, shall become more and developed.

No extension of the two detached portions of the road hear hear reads for the two rest years so that road have been made for the two quest years, so that for the years 1860 and 1861 there have been the same number of miles in operation. The receipts for these two years, from the business of the road, and the expenses of operating the same, are shown by the following table:

1860 Receipts, Expenses, Net Income.

Receipts. Expenses. Net Incom 1860. Eastern Division \$186,864 Western 4 82,554 \$71,467 26,523 56,031 Totals.....\$269,418 \$171,428 \$97,990 Eastern Division.....\$209,498 Western " 140,932 \$118,409 74,327 Totals......\$350,430 \$192,736 \$157,694

This table exhibits an increase of net income for 1861, over the previous year, of more than 60 per cent., the larger portion of which is due to the Western Division. This has been in a great measure owing to the enormous increase of the oil production of Northwestern Pennsylvania, the first duction of Northwestern Pennsylvania, the first dawnings of which were pointed out in our last an-nual report. The business arising from this new source is at present confined to the Western Divi-sion of the road, but as soon as the connection be-tween the Eastern and Western Divisions shall be effected, will pass over nearly the whole length of the line, and, of course, add greatly to its revenues.

The remarkable increase of this fresh article of production and commerce, and for which our road is to be the most important outlet, is shown by the number of barrels of oil transported over it for the

account, was as follows, viz: THOUSTON AND TRADITIONS

Bonds issued to State in payment for Canals....

Due contractors and others..... \$10,978,016 18 To which add net income from road. \$11,425,004 69 EXPENDITURES. Road construction and superstruc-

Buildings, land, and right of way... Engineering..... Piers at harbor of Erie....
Discount on municipal and other bonds...
Interests and commissions on loans..
Interest to stockholders...
Interest on bonds, including interest to State up to January 1, 1872...
Office or reverses Piers at harbor of Erie... 93,806 17 884,962 58 369,148 03 419,930 17 630,785 84 Office expenses, salaries, printing, and miscellaneous..... 253,540 42 \$10,878,950 29

INSURANCE COMPANIES.

 Due by Companies
 60.000 00

 Interest due
 31.286 41

 In hands of Agents
 51,826 53

 MARINE INSURANCE

Since the first of the present year the several items of the floating debt of the Company have been much diminished, by payments and settlements, and they stand at the present date as follows, viz: WM. G. MOORHEAD, President.

PHILADELPHIA BUARD OF TRADE. JOHN E. ADDICKS,
THOMAS S. FERNON,
JOHN SPARHAWK,

COMMITTER OF THE MONTH. At the Merchants' Exchange, Philadelphia.
Ship Robert Cushman, Otts. Liverpool, soon
Ship Atalanta, Whitmore. Liverpool, soon
Schr Annie, Le Blanc. Port Spain, soon SAILING OF THE OCEAN STEAMERS. FROM THE UNITED STATES. SHIPS FORM THE ONLINE FOR United Kingdom New York Glasgow ... North'n Light .. New York Aspinwall ... Anerica ... New York Liverpool ... Atrica ... New York Liverpool ... O Bultimore .. New York .. Liverpool ... O Bultimore .. New York .. Liverpool ... Hansa...... New York. Bremen... Edinburgh..... New York. Liverpool

Niagara Boston Liverpool Cleator New York Kingston, Ja. North American Portland Liverpool nia.....New York. Hamburg... FROM EUROPE. LEAVE New York. Southampton New York. Jan 22 Edinburgh. Liverpool New York. Jan 22 United Kingdom...Glasgow..New York......Jan 24 America.....Liverpool..Beston.....Jan 25 Tentonia Southampton New York Jan 2:
Ningara Liverpool Boston Tan 2:
Tentonia Southampton Bavaria...Southampton. New York....Jan
Asia...Liverpool. New York...Feb
Kangaroo...Liverpool. New York....Feb Canada...... Liverpool. Boston....... Feb 8
Borussia.... Southampton. New York...... Feb 12 *** The California Mail Steamers sail from New York on the 1st, 11th and 21st of each month.

MARINE INTELLIGENCE. PORT OF PHILADELPHIA, Feb. 11, 1862. ARHIVED.
Schr Wm G Bartlett, Cornelly, 3 days from New York,

CLEARED. Brig Saml Welsh, Almeida, Key West, J E Bazley

Schr G W Hinson, Scull, Key West, Tyler, Stone & Co. MEMORANDA. Steamship Anglo Saxon, Graham, sailed from Portland Steamship Angio Saxon, Granain, sense and Assaurable Sth Inst for Liverpool.

Burk American, Christian, hence via Barbados, at Matanzas 22d ult, to load in a few days.

Brig Mary E Milliken, Norden, hence, was waiting at Matanzas 22d ult.

Brig Ternado, Tribbetts, 15 days from Matanzas, at New

Matanzas 22d ult.

Brig Tornado, Tribbetts, 15 days from Matanzas, at New York 9th inst. Left barks Harry Booth, Chipman, for New Yerk in 15 days; Andes, Merryman, for Portland in 2 days; brig lasbells Jewett, Reed, for New York. Schr Ada Frances, Coombs, at New York 9th inst from Vienna, Md.

During the year 1851 there were 60 arrivals at San Francisco from New York. The avorage time was 133 days 4 hours. The shortest run was made by the Andrew Jackson, in 102 days—the same vessel having in the preceding year made the run in 89 days.

Schr Cynisca, of Gloucester, for whose safety fears were entertained, has not yet been leard from, and all hopes of her return having been given up. She left Gloucester Dec 13, for a trip to Western Banks, and it was reported that she had been seen at Halifax on the 27th. The Cynisca was 94 tons; and built at Annisquam in 1859. Three-quarters of the vessel were owned by Captsin Bunter and his brother, the balance by David W Low. There was insurance on three-quarters at the Gloucester Marine Insurance Company of \$2,000, and the remainder quarter was insured in Rockport for \$1,000. It is supposed she was lost in the gale of Jan 1. There were on board Capt Hunter, Danl Smith, Fletcher McPherson, F Warren, Lawrence Hunter, Murdoch Mattheson, David Martin, Archibaid Black, and Calvin Colin Campbell.

Brig Elba. (Br.) from New York for Leghorn, has

Brig Elba, (Br.) from New York for Leghorn, has been taken on the marine railway at Stonington, to re-pair damages received while ashore on Watch Hill Roof. COPARTNERSHIPS. THE UNDERSIGNED have formed a Copartnership, under the firm of JAURETCHE & LAVERGNE, for the transaction of a general Commission and Importing business, at 262 and 204 South FRONT Street.

P. JAURETCHE, fe8-lm F. LAVERGNE.

TAVING DISPOSED of our interest in the late firm of JAUBETCHE & CARSTAIRS, we give notice to all persons indebted, and those having claims, to present them for settlement to JAURETCHE & LAVERGNE, who are duly authorized to settle the same.

CHARLES S. CARSTAIRS.

fe8-3t THOMAS CABSTAIRS. THE SUBSCRIBER, late of the firm of JAURETCHE & CARSTAIRS, gives notice that he will continue in the Importing and Commission business followed by his late firm.

68-3t CHARLES S. CARSTAIRS.

COPARTNERSHIP. — BENJAMIN

(S. JANNEY, Jr., and B. W. ANDREWS have formed a partnership for transacting the Wholesale Grocery and Produce Commission business, at No. 631 MARKET street, under the firm of JANNEY & ANDREWS. fe1-12t

DISSOLUTION.—The Copartnership the firm of VANDERVEER, ARCHER,
solved Dec. 31, 1861, by limitation. The business will be
action by B. F. ARCHER and F. B. REEVES, at No.
45 North WATER Street. C. P. VANDERVEER,
B. F. ARCHER,
F. B. BEEVES. Philadelphia, January 10, 1862

COPARTNERSHIP NOTICE.—The undersigned have COPARTNERSHIP NOTICE.—The under given 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. 45 North WATER Street and No. 46 North DELAWABE Avenue.

BENJAMIN F. ARCHER, PRANCIS B. BERVES.
Philadelphia, Jan. 10, 1862. isl3-if

COPARTNERSHIP NOTICE.—IS—
RAEL MORRIS this day retires from our firm.
His sons, THEODORE H. MORRIS and FREDERICK
W. MORRIS, are admitted as partners; and the business will be continued as heretofore. MORRIS, WHEELER, & CO., 1608 MARKET Street. Philadelphia, Dec. 31, 1861.

LEGAL. DHILADELPHIA, NOVEMBER 11, 1861.—Notice is hereby given that writs of scire facias will be issued on the following Claims for CURB-ING AND PAVING, in three months from the date hereof, unless the same are paid to the undersigned at their Office, No. 617 SPRING GARDEN Street, Phila, N. R & T P. POTTS, Attorneys of H. S. Stephens.

THE CITY OF PHILADELPHIA TO USE OF E.

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
streat, 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 Schuylkill canal,
about 300 feet to ground now or late of John Wagner.

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. IN THE DISTRICT COURT FOR THE CITY AND COUNTY OF PHILADEL-

PHIA. CAROLINE D. HARRIS, and THOMAS E CAROLINE D. HARRIS, and THOMAS E. McEL-ROY, Trustee of said Caroline D., vs. CHARLES H. DAVENPORT, CATHARINE S. POTTS, STEPHEN KIMBALL, and MARY C., his wife, in right of said Mary C., and EDMUND R. DAV&NPORT.

March Term, 1862. No. 25. Summons in Partition.

Returnable the first MONDAY of March, 1862.

To make partition of the following real estate in the city of Philadelphia, State of Pennsylvania:

No. 1. Lot on southeasterly side of Gray's Ferry Road, 313 feet north of Washington avenue, 113 feet front, containing 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.

No. 4. Lot on easterly side of road leading to White Hall, 485 feet 4 inches froat. 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 Chestau street, 16 feet 4 inches front, 40 feet 6 inches deep t Water street.

Water street.

js21-tu6t ROBERT EWING. Sheriff.

MACHINERY AND IRON. MACHINERY AND IRON.

PENN STEAM ENGINE

LEVY, PRACTICAL AND THEORETICAL ENGINE

NEEBS, MACHINISTS, BOILER-MAKERS, BLAOK
MEBBS, MACHINISTS, BOILER-MAKERS, BLAOK
MITHS, and FOUNDERS, having, for many years,
been in successful operation, and been exclusively es
gaged in building and repairing Marine and River En
gines, high and low pressure, Iron Boats, Water Tanks,

Propellers, &c., &c., respectfully offer their services is

the public, as being fully prepared to contract for En
gines of all sizes, Marine, River, and Stationary, havin
sets of patterns of different sizes, are propared to expe
oute orders with quick despatch. Every description of

Pattern making made at the shortest notice. High and

Low Pressure, Flue, Tubular, and Cylinder Boilers, of
the best Pennsylvania charcoal from. Forgings, of all

sizes and kinds; Iron and Brass Castings, of all de
soriptions, Soil Turning, Sorew Cuting, and all other

work connected with the above business.

Drawings and Specifications for all work done at their

setablishment, free of charge, and work guarantied.

The subscribers have ample wharf-dock room for re
pairs of boats, where they can lie in perfect safety, and

are provided with shears, blocks, falls, &c., &c., for

raising heavy or light weights.

JACOB C. NEAFIE,

JOHN P. LEVY,

JOHN P. LEVY, BEACH and PALMER Streets. InTA-H J. VAUGUAN MERRICE. SORM B. COPH, SOUTHWARK FOUNDRY,
FIFTH AND WASHINGTON STREETS, PRILADBLEHIA.

MERRICK & SONS,

MACHINEERS AND MACHINISTS,

Manufacture High and Low Pressure Steam Engines,
for land, river, and marine service.

Bollers, Gasemeters, Tanks, Iron Boats, &c.; Contings of all kinds, either iron or brass.

Iron-Frame Roofs for Gas Works, Workshops, Railwood Stations, &c.

road Stations, &c.

Betoria and Gas Machinery of the latest and most mproved construction.

Every description of Plantation Machinery, such as Bugar, Baw, and Grist Mills, Vacuum Pane, Open Steam Trains, Defecators, Filters, Pumping Engines, &c.

Bole Agents for N. Billienx's Patent Sugar Bolling Apparatus; Nesmyth's Patent (Steam Earnier, and Appinwall & Wolsey's Patent Centrifuga Sugar Draining Machine. \$6.50 WILL BUY A BARREL OF TOU WANT GOOD BUTTER, go of the street.

Street. Family Flour at No. 812 SPRING JANUARY, No. 812 SPRING GARDEN JAST-tuther Jast-tuther

DELAWARE MUTUAL SAFETY INSURANCE COMPANY, PHILADELPHIA. Incorporated by the Legislature of Pennsylvania, 1825. Office, southeast corner of THIRD and WALNUT Streets, Philadelphia.

On Yessels, To all parts of the world. INLAND INSURANCES INLIAND INSURANUES
On Goods, by Rivers, Canals, Lakes, and Land Carriages
to all parts of the Union.
FIRE INSURANCES
On Merchandise generally. On Stores, Dwelling-houses, &c.
ASETS OF THE COMPANY,
WARPINGS J. 1841 80,000 State of Tennessee Five per cent. 20,000 State of Tennessee Five per cont.
Lean.
20,000 Pennsylvania Railroad, 1st Mortgage Six per cent. Bonds.
50,000 Pennsylvania Railroad, 2d Mortgage Six per cent. Bonds.
15,000 300 Shares Stock Germantown Gas
Company, principal and interest guarantied by the City of Philadelphia.
5,000 100 Shares Stock Pennsylvania
Railroad Company.

Bills receivable for insurances made.
Bonds and Mortgages. 24,075 00

Belances due at Agencies—Premiums on Marine Policies, Interest, and other Debts due the Company. Scrlp and Steek of sundry Insurance and other Companies, \$11,843—estimated va-ine. 4,086 00 Cash on hand—In Banks\$51,008 08
In Drawor 517 38 61.615 86 J. F. Peniaton,
Henry Sloan,
Edward Dartington,
H. Jones Brooke,
Spencer M'livaine,
Thomas U. Hand,
A. Huston,
Jacob P. Jones,
Seel,
James B. McFarland,
Joshus P. Eyre,
John B. Scnple, Pittsburg,
A. G. Leiper,
John B. Scnple, Pittsburg,
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WILLIAM MARTIN, President.
THOMAS C. HAND, Vice President
THOMAS C. HAND, Vice President #869.126 37

OFFICE No. 305 WALNUT STREET, Bagainst LOSS OR DAMAGE BY FIRE, on Houses, Stores, and other buildings, limited or perpetual, and on Furniture, Goods, Wares, and Merchandise, in town or

5.000 00 27,900 00 Suntingdon and Broad Top Railroad and Canal Co.'s mortgage loan.

Ground rent, first-class.

Alateral loans, well secured.
City of Philadelphia 6 per cent loan.

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The Deleware M. S. Insurance Co.'s stock.

Union Mutual Insurance Co.'s stock.

Bills receivable.

Bills receivable.

receivable
k accounts, accrued interest, &c..... 2817,142 04 The Mutual principle, combined with the security of a Stock Capital, entitles the insured to participate in the recorrs of the Company, without liability for LOSSING.
Leases promptly adjusted and paid.
DIRECTORS. Clem Tingley,
William R. Thompson,
Frederick Brown,
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Bobert Toland, Samuel Bispham,
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William Musser,
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Marshall Hill,
J. Johnson Brown,
Charles Leland,
Jacob T. Bunting, G. D. Bosengarten, Charles S. Wood, James S. Woodward, d, John Bissell, Pittsburg.
CLEM TINGLEY, President. B. M. Hinghman, Secretary. February 16, 1861.

TAXCHANGE INSURANCE COM-PANY—Office, No. 409 WALNUT Street Fire Insurence on Houses, and Merchandise ge on favorable terms, either Limited or Perpetual. DIRECTORS. Jeremiah Bonsall,
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John J. Griffiths.
JEREMIAH BONSALL, President.
JOHN Q. GINNODO. Vice President.
EGEARD COR. Secretary.

INSURANCE COMPANY OF THE STATE OF PENNSYLVANIA—OFFICE Nos. 4 and 6 EXCHANGE BUILDINGS, North side of WAL-NUT Street, between DOGK and THIRD Streets, Philedelphia.

INCOBPOBATED in 1794—CHARTER PERPETUAL.

CAPITAL, #200,000.

PROPERTIES OF THE COMPANY, FEBRUARY

1, 1861, #507,094.61.

MABINE, FIRE, AND INLAND TRANSPORTATION INSURANCE.

DIBECTORS. DIRECTORS.

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Oharles Macalester,
William S. Smith,
John B. Austin,
William R. White,
George H. Stuart,
HENRY D. SHERRERD, President.
WILLIAM HARPER, Secretary.

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Henry Wharton,
F. RATOHFORD STARR, President.

Ozarles W. Core, Secretary

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Andrew D. Cash,
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F. RATOHFORD STARR, President. FIRE INSURANCE. MECHANICS' INSURANCE COMPANY OF PHILADELPHIA, No. 138 North SIXTH Street, below Bace, Insure Buildings, Goods, and Merchandise gene-rally, from Loss or Damage by Fire. The Company gua-ranty to adjust all Losses promptly, and thereby hepe to

ORF.
Bobert Flenigan,
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Francis Falls,
John Cassady,
Bernard H. Haseman:
Charles Clare,
Michael Cahill. William Morgan,
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BERNARD RAFFERTY, Secretary.

A NTHRACITE INSURANCE CHARTER 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 Merchandise gene-Also, Marine Insurances on Vessels, Cargoes, and Freights. Inland Insurance to all parts of the Union.
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WM. F. DEAN, Vice President.
secretary. William Esher,

FIRE INSURANCE EXCLUSIVE-T LY.—The PENNSYLVANIA FIRE INSURANCE COMPANY. Incorporated 1825. CHARTER PERPETUAL. No. 510 WALNUT Street, opposite Independent ence Square.

This Company, favorably known to the community for thirty-six yeas, continues to insure against Loss or Damage by Fire, on public or private Buildings, either permanently or for a limited time. Also, on Furniture stocks of Goods, or Merchandise generally, on libera

serms.

Their Capital, together with a large Surplus Fund, is invested in the most careful monner, which enables them to offer to the insured an undoubted security in the case DIRECTORS,
rson,
II,
Daniel Smith, Jr.,
on,
john Devereux,
ins,
Thomas Smith. Jonathan Patterson, Quintin Campbell, Alexander Benson, William Montelius, aco Hazlehurst,
JONATHAN PATTERSON, President. WILLIAM G. CROWELL, Secretary. A MERICAN FIRE INSURANCE
OMPANY. Incorporated 1810. CHARTEE
PERPETUAL. No. 810 WALNUT Street, above Third,

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Having a large paid-up Capital Stock and Surplus, invested in sound and available Securities, continues to insure on Dwellings, Stores, Furniture, Merchandise, Yessels in port and their Cargoes, and other Personal Property. All Losses liberally and promptly adjusted.

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ALBERT C. L. CRAWFORD, Secretary. fe22-tf MEDICINAL.

GLUTEN CAPSULES PURE COD-LIVER OIL. The repugnance of most patients to COD-LIVER OIL, and the inability of many to take it at all, has induced various forms of disguise for its administration that are familiar to the Medical Profession. Some of them answer in special cases, but more often the vehicle neutralizes the usual effect of the Oil, proving quite as unpalatable and of less therapeutic value. The repugnance, nauses, &c., to invalids, induced by disgust of the Oil, is entirely obviated by the use of our CAPSULES. OOD-LIVER OIL CAPSULES have been much used lately in Europe, the experience there of the good results from their use in both hospital and private practice, aside from the naturally suggested advantages, are sufficient to warrain our claiming the virtues we do for them, feeling assured their use will result in benefit and deserved favor. Prepared by WYETH & BROTHER,

de9-tt 1412 WALNUT Street, Philadelphia. TO THE DISEASED OF ALL CLASSES. — Professors BOLLES & STE-VENS, Medical Electricians, 1220 WALNUT St., Philadelphia, invite all diseased persons to call: VENS, Medical Electricians, 1220 WALNUT St., Philadelphia, invite all diseased persons to call; young and old, who have failed of being cured by quacks, old-school physicians, and nostrums. We warrant all curable cases by special contract, and charge nothing if we fail.

Consultation free. A pamphlet of great value given to all free of charge.

RAILROAD LINES. THE PENNSYLVANIA CENTRAL TURNESS, BRINLEY, & CO., RATEROAD.
THE GREAT DOUBLE TRACK ROUTE. 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 Pittsburg, Cincinnati, 'Ricago, St. Louis, St. Paul, Nashvillo, Memphis, New Orleans, and all other towns in the West, Northwest, and Southwest, are unsurpassed for speed and comfort by any other route. Sleeping and smoking cars on all the trains.

THE EXPRESS BUNS DAILY; Mail and Fast Line Sundaya excented. modation.

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

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

By this route freights of all descriptions can be for-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 Pittsburg.

The rates of freight to and from any point in the West by the Pennsylvania Italiroad, are, at all times, as favorable as are charged by other Railroad Companies. Merchants and shippers entrusting the transportation of their freight to this Company, can rely with confidence on its spendy transit. 48,131 97

their freight to this Company, can rely with confidence on its speedy transit.

For freight centracts or shipping directions apply to or address the Agents of the Company.

S. B. KINGSTON, Js., Philacelphia.

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ENOCH LEWIS. Gen'l Suc't, Altoons. jyl-tf NORTH PENNSYLVANIA BAILEOAD.
FOR BETHLEHEM, SOYLESTOWN, MA U O H
OHUNK, HAZLETSON, EASTON, EOKLEY, &c.
WINTER ARRANGEMENT.
THERE THEOUGH TRAINS.
On and after MONDAY, NOVEMBER 4, 1861, Passenger Trains will leave FRONT and WILLOW Streets, Philadelphia, daily, (Sundays excepted,) as follows:

Philadelphia, daily, (Sundays excepted,) as follows: At 6.40 A. M., (Express,) for Bethlehem, Allentown, Hauch Chunk, Harleton, &c. At 2.45 P. M., (Express,) for Bethlehem, Firston, &c., This train reaches Easton at 6 P. M., and makes a sleese connection with the New Jersey Cantral for New At 5.05 P. M., for Bethlehem, Allentown, Mauch Ohnnk, &c.

At 9 A. M. and 4 P. M., for Doylestown.

At 6 P. M., for Fort Washington.

The 6.40 A. M. Express Train makes close connection with the Uchigh Valloy Railroad at Bethlehom, being the shortest and most desirable route to all points in Management.

the Lehigh coal region.

TRAINS FOR PHILADELPHIA.

Loave Bethlehem at 7.07 A. M., 9.18 A. M., and 5.38
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.—Philadolphia for Fort Washington

ON SUNDAYS.—Philadolphia for Fort Washington at 9.30 a. M.

Philadelphia for Doylestown at 4 P. M.

Doylestown for Philadelphia at 7 A. M.

Fort Washington for Philadelphia at 2.45 P. M.

Fare to Bethlehem...\$1.50 | Fare to Mauch Chunk.\$2.66 |

Fare to Easton..... 1.50 | Through Tickots must be procured at the Ticket Offices, at WILLOW Street, or RERKE Street, in order to scoure the above rates of fare.

All Passenger Trains (except Sunday Trains) connect at Borks street with the Fifth and Sixth streets, and Second and Third-streets Passenger Estimates, and Second Estimates after leaving Willow street.

WINTER AR
BANGEMENT.—PHILADEL
PHIA, WILMINGTON, AND BALTIMOBE BAIL
BOAD.

On sed after MONDAY, JAN. 6, 1862.

PASSENGER TRAINS LEAVE BUILL DEVIA

BOAD.

On and after MONDAY, JAN. 6, 1882.

PASSENGER TRAINS LEAVE PHILADELPHIA:

For Baltimore at 3.30 A. M., 8.15 A. M., 11.25 A. M.,

(Express) and 11.00 P. M.

For Chester at 8.15 A. M., 11.35 A. M., 3.45 and 11.00

For Chester at S.18 A. M., 11.35 A. M., 3.45 and 11.00 P. M.
For Witnington at 3.30 A. M., S.15 A. M., 11.35 A. M.,
8.45 and 11.00 P. M.
For Now Castle at S.16 A. M. and 3.46 P. M.
For Now Castle at S.15 A. M. and 3.46 P. M.
For Milford at S.15 A. M.
TEAINS FOR PHILADELPHIA:
Leave Baltimore at 3.30 A. M. (Express), 1.05 P. M.
(Express), 5.20, and 7 P. M. (Express).
Leave Wilmington at 7.30 and 11.83 A. M., 4.16, 8.46,
8.40 9.50 P. M.
Leave Baltimore at 4.55 P. M.
Leave Dover at 9 A. M. and 8.10 P. M.
Leave Obester at 6.20 A. M., 12.15, 4.50, and 9.50 P. M.
Leave Obester at 6.20 A. M., 12.15, 4.50, and 9.50 P. M.
Leave Baltimore for Salisbury and intermediate stations
1.06 P. M.
TPATNETON PARTIMETON

1.05 P. M. TRAINS FOR BALTIMORE: Leave Chester at 8.45 A. M., 12.05 and 11.30 P. M. Leave Wilminston at 4.30 A. M., 9.26 A. M., 12.36 P. Leave Wilmington at 4.39 A. M., 9.36 A. M., 12.30 P. M., and 12.10 a. M.

FREIGHT TRAIN, with Passenger Car attached, will run as follows:

Leave Wilmington for Perryville and intermediate places at 5.10 P. M.

Leave Wilmington for Perryville and intermediate places at 7.10 P. M.

Leave Philadelphia for Chester, Wilmington, Stanton, Newark, Elkton, North East, Perryville, Havre-de-Grace, and Baltimore at 8.30 P. M.

Leave Baltimore for Havre-de-Grace and intermediate stations at 8.45 A. M.

Leave Wilmington for Philadelphia and intermediate laces at 2.05 P. M. ON SUNDAYS ONLY! at 8.80 A. M. and 11.00 P. M. from Philadelphia to Beltimore.
At 7 from Beltimore to Philadelphia.
At 7 from Beltimore to Philadelphia to Baitimore will run daily, Mondays excepted.
8. M. FELTON, President.

DITT. A DEL.PHIA

will run daily, Mondays excepted.

sc28-tf S. M. FELTON, President.

PHILADELPHIA

PHILADELPHIA

PHILADELPHIA

PASSENGER TRAINS FOR POTTSVILLE, READ

RAG, and HARRISBURG, on and after November 4, 1861

MORNING LINES, DAILY, (Sundays excepted.)

Leave New Depot, corner of BROAD and CALLOW
HILL Streets, PHILADELPHIA, (Passenger entrances
on Thirteenth and on Callowhill streets, 1st 8 A. M., con
necting at Harrisburg with the PENNSYLVANIA

RAILBOAD 4.16 P. M. train, running to Chambersburg, Carlisle, &c.; and the NORTHERE

CENTRAL BAILBOAD 1.20 P. M. train running to Sun
bury. &c.

AFTERNOON LINES.

Leave New Depot, corner of BROAD and CALLOW
HILL Streets, PHILADELPHIA, (Passenger entrances
on Thirteenth and on Callowhill sta.,) for POTTSVILLE

and HARRISBURG, at 8.16 P. M., DAILY, connect
ing at Harrisburg with the Northern Central Railroad,
for Sunbury, Williamsport, Emitma, &c. Express Train

from New York via Easton makes close connection with
the Reading Mail and Accommodation Trains, connect
ing at Harrisburg with the Pennsylvania Contral 3.15

A. M. Train running west. For BEADING only, at

4.30 P. M., DAILY, (Sundays excepted.)

PISTANCES VIA PHILADELPHIA AND READING

BAULEDAD.

PASS PRINTADELPHIA, Miles.

To Phemixyville.

28

FROM PHILADELPHIA, Miles. Phoenixville..... Resding.... Lebanon.... Sonbury and Eric B. B. Lock Haven......23

The 8 A. M. and 3.15 P. M. trains connect daily at Port Clinton, (Sundays excepted,) with the CATAWISSA, WILLIAMSPORT, and ERIE RAILROAD, making close connections with lines to Niagara Fails, Canada, the West and Southwest.
DEPOT IN PHILADELPHIA: Corner of BROAD and CALLOWHILL Streets.
W. H. McILHENNEY, Secretary.
October 30, 1881. PHILADELPHIA, GERMANTOWN, and NORRISTOWN BALLBOAD.
TIME TABLE.

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

FOR GERMANTOWN.

Leave Philadelphia, 6, 7, 8, 9, 10.05, 11, 12 A. M., 1, 2, 8, 4, 5, 6, 7, 8, 9, 10½, and 11½ P. M.

Leave Germantown, 6, 7, 7½, 8, 8½, 9½, 10½, 11½, A. M., 1, 2, 3, 4, 5, 6, 7, 8, 9½, 11 P. M.

The 8½ A. M. train from Germantown stops at Duy's

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 BAILBOAD.

Leave Philadelphia, 6, 9, 11, A. M., 2, 4, 6, 8, and 10% P. M. P. M.
Loave Chestnut Hill, 7.10, 8.10, 10.10, A.M., 12.40, 8.40, 5.40, 7.40, and 9.10 P. M.
ON SUNDAYS.
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 NORRISTOWN.
Leave Philadelphia, 6%, 9.06, 11.06 A. M., 1%, 8.08, 4%, 8.05, and 8.08 P. M.
Leave Norristown, 7, 8, 9, 11 A. M., 1%, 4%, and 6 P. M.

ON SUNDAYS. ON SUNDAYS.
Leave Philadelphia, 9 A. M., 3 P. M.
Leave Norristown, 7 % A. M., 5 P. M.
Leave Philadelphia, 6 %, 9, 11 A. M., 1 %, 8.05, 4 %,
0.05, and 5.05 F. M.
Leave Manayunk, 6 %, 7 %, 8 %, 9 %, 11 % A. M., 2, 5,
and 6 % P. M.
ON SUNDAYS. Leave Philadelphia, 9 A. M., 3 and 7 P. M.
Leave Hanayunk, 7 K. A. M., 5 K and 8 P. M.
L. E. SMITH, General Experim Denot NINTH and GREEN Streets.

WEST CHESTER AND PHILADELPHIA BAIL-VIA MEDIA.

WINTER ARRANGEMENT.

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, 4.16, and 6.46 P. M., and will leave the corner of THIETY-FIRST and MARKET Streets, (West Philadelphia,) at 17 minutes after the starting time from the Depot. VIA MEDIA.

Depot.

Leave PHILADELPHIA at 8 A. M. and 2 P. M.
Leave West Chester at 8 A. M. and 4 P. M.
The Trains leaving Philadelphia at 8.30 A. M. and 4.16
P. M. connect at Pennetton with Trains on the Philadelphia and Baltimore Central Bailroad for Concord.

Kennett, Oxford, &c., &c.

Buserintendent

Buserintendent PHILADELPHIA AND READING BAILBOAD O., (Office 227 South Fourth street.)
PHIDADELPHIA, April 27, 1861.
SEASON TICKETS. On and after May 1, 1861, season tickets will be imuced by this company for the periods of three, six, nine, and twelve months, not transferable.

Beason school-tickets may also be had at 88 per cent. discount.
These tickets will be sold by the Treasurer at Ho. 227
South FOURTH Street, where any further information
can be obtained.

S. BRADFORD,
Treasurer
Treasurer PHILADELPHIA AND ELMIRA R. R. LINE.

1862 WINTER ARRANGEMENT. 1862
For WILLIAMSPORT, SCRANTON, ELMIRA, and all points in the W. and N. W. Passenger Trains leave Depot of Phils. and Reading E. R., cor. Broad and Callowhill streets, at S A. M., and S.16 P. M. daily, except Sunday. townin streets, at 5 A. m., and 5.15 I. m. tanify oxecy-guideys.

QUICKEST ROUTE from Philadelphia to points in Northern and Western Pennsylvania, Western New York, &c., &c. Baggage checked through to Buffalo, Niagara Fulls, or intermediate points.

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

For further information apply to

For further information apply to

JOHN S. HILLES, General Agent.

THIRTEENTH and CALLOWHILL, and N. W. cor.

John S. W. Cor.

John J. John J. John J. W. Cor.

John J. John J. John J. John J. John J. W. Cor.

John J. Joh

SALES BY AUCTION 429 UHESTNUT STREET. SALE OF IMPORTED AND DOMESTIC DRY
GOODS.
On Friday Morning,
February 14, at 10 o'clock, by catalogue, for cash—
460 lots of fancy and staple imported and domestic dry

ords. ■→ Samples and catalogues early on morning of sale. 1.000 LONDON BALMORAL SKIRTS. Balance of the Importation.
On Friday Morning,
February 14, at 10 o'clock, consisting of—
fincy silk and wool Balmoral skirts. - new style silk and wool - co. - extra fine alf wool - do.

— extra fine silk endroidered do.
— extra fine silk endroidered do.
FRENCH LINEN DRILLS, COTTONADES, AND
NANKINETS.
— French linen drills, facey drills.
— French heavy cottonades, French cloths.
— French plain and plaid nankinets. B. HOPPIN & CO., AUCTION-LA. EERS, 242 MARKET STREET. SALE OF DRY GOODS, HOSIERY, GLOVES, FANCY GOODS, TAILORS' TRIMMINGS, NO-

On Thursday Morning,
February 12, at salesroom, at 10 o'clock, consisting of
8 variety of 80asonable and desirable goods, adapted to present sales.

Goods open for examination, with catalogues, early on morning of sale. PHILIP FORD & CO., AUCTION-KERS, 525 MARKET and 522 COMMERCE Str. LARGE SALE OF 1,200 CASES BOOTS, SHOES, BROGANS, &c.

BROGANS, &c.
On Thursday Morning,
February 13, at 10 o'clock, at 10 o'clock pracisely, will
be reld, by catalogue, for net cush, 1,200 cases men's,
boys', and youthe' caff, kip, grain, thick, and cavairy
hoots, brogans, gaters, Wellington, and Balmoral boots;
women's, masses', and childron's caff, kip, goat, moroco,
and kid heeled boots, shoes, gaters, Balmorals, slippers,
comprising a desirable assortment of city and Eastern
manufacture. Goods open for examination, with catalogues, early on the morning of sale. DANCOAST & WARNOCK, AUC-TIONEERS. No. 213 MARKET Street. FIRST LARGE SPRING SALE OF AMERICAN AND IMPORTED DRY GOODS, EMBROIDERS, WHITE GOODS, HOSERY, HORDS, &c. On Wednesday, Morning, Fed. 12, 1862, by catalogue, commencing at 10 o'clock processive.

Fed. 12, 1882, by catalogus, commencing at 10 o'clock precisely
Inciuded will be found—
IINEN CAMBRIC HDRFS AND D'OYLIES.
A full line of ladies' 5-8 plain and hemsritched, and 3-4 hemstitched, sewed, and colored border linen cambric handkerchiefs, from medium to very high cost goods, for the best city retail raise.
Also, 100 dozen, assorted Nos., pure linen D'Oylies.
EMBROIDERIES, WHITE GOODS, 5c.
An invoice of embroidered jucenet, cambric, and Swiss collars and sets, bends, flouncing, edgings; a line of real histese collars, \$c.; also, a line of cambric, jaconet, and Swiss muslin. HOOP SKIRTS.

A full assortment of ladies and miases extra quality steel fied and weven hoop skirts.

DOMESTICS. Also, ohoice spring styles prints, ginghams, plain a printed satinets, cottonades, &c.
INDIA RUBBER BLANKETS AND COATS.
Also, an invoice of India-rubber blankets, overcos caps, &c.
Goods arranged for examination, with catalogues early
on the morning of sale. MOSES NATHANS, AUCTIONEER
AND COMMISSION MERCHANT, Southeast
corner of SIXTH and RACE Streets.

TAKE NOTICE. The highest possible price is loaned on goods at Na-thons' Principal Establishment, southeast corner of Sixth and Raca streets. At least one-third more than at any other establishment in this city. NATHANS' PRINCIPAL MONEY ESTABLISH MENT.

250,000 TO LOAN.

In large or small smounts, from one dollar to thousands, on dismonds, gold and silver plate, watches, jowelry, merchandise, clothing, furniture, bedding, pianos, and goods of every description. LOANS MADE AT THE LOWEST MARKET BATES. This establishment has large fire and thief-proof safes for the safety of valuable goods, together with a private watchman on the premises.

ESTABLISHED FOR THE LAST 30 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 leweiry, diamonds, &c. SHIPPING BOSTON AND PHILA-

DELPHIA STEAMSHIP LINE-SAIL-ING FROM EACH PORT EVERY TEN DAYS-From PINE-STREET WHARF, Philadelphia, and LONG VHARE, Buston. Stramor SAXUN, Captain MATTHEWS, will sail from Reston for Philadelphia on MONDAY afternoon, February 10, at 4 o'clook. And
From Philadelphia on SATURDAY Evening, February 15, at 7 o'cleck. en at fair rates. ansurance that half that by sail vessels.
Shippers are requested to said Dills of Lading and slip eccepts with their goods.

332 SOUTH WHARVES. WEEKLY COMMUNICATION BY STEAM BETWEEN NEW
YORK AND LIVERPOOL, calling at QUEENSTOWN, (Ireland,) to land and embark passengers and

No. 44 N. B.

BATES OF PASSAGE
THROUGH FROM PHILADELPHIA.
Cabla, to Queenstown, or Liverpool.

Do. to Loudon, via Liverpool.
Bieerage to Queenstown, or Liverpool.

sengers, are constructed with water and carry experienced Surgeons.

For freight, or passage, apply at the office of the Company,

JOHN G. DALE, Agent,

111 Walnut street, Philadelphia,

In Liverpool, to WM. INMAN.

Tower Buildings. Tower Bullangs.
In Glasgow, to WM. INMAN,
13 Dixon street. LIVERPOOL, NEW AND PHILADELPHIA STEAMSHIP NOTICE TO PASSENGERS. By order of the Secretary of State, all passengers leaving the United States are required to procure pass-ports before going on board the steamer. no6-tf JOHN G. DALE, Agent. THE BRITISH AND NORTH
AMERICAN ROYAL MAIL STRAM PASSPORTS.—All persons leaving the United States will require to have PASSPORTS from the authorities of their respective countries, countersigned by the Secretary of State at Washington, or by the Passport Agent

bor. 18 sings from Boston to as at the state and construction of the state of the s ASIA, Lott, "I N. York, Wednesday, Feb. 26.

Berths not secured until paid for.
An experienced Surgoon on board.
The owners of these ships will not be accountable for Gold, Silver, Bullion, Specie, Jewelry, Precious Stopes, or Metals, unless bills of lading are signed therefor, and the value thereof therein expressed. For freight or passes, apply to

4 BOWLING GREEN, New York.
Or to

5 STATE Street, Boston. E. C. & J. G. BA 103 STATE Street, 1

FOR NEW YORK. Bartian Canal.

Thiladelphia and New York Express Steamboat Company receive freight and leave daily at 2 P. M., delive a ing their cargoes in New York the following days.

Freights taken at resecuable rates.

WM. P. OLYDE, Agent,

No. 14 SOUTH WHARVES, Philadelphia.

JAMES HAND, Agent, anl-if Piers 14 and 15 EAST BIVER, New York. FOR NEW YORK. The Philadelphia Steam Propeller Company will commence their business for the season on Monday, 18th instant.

Their stoamers are more Their stoamers are more Pier above Walnut street.

Terms accommodating. Apply to
W. M. BAIRD & CO.,
224 South Delaware Avenue RAILROAD LINES. ARRANGEMENTS OF NEW YORK LINES.
THE CAMDEN AND AMBOY AND PHILADELPHIA AND TRENTON RAILRAD CO.'S
LINES FROM PHILADELPHIA TO NEW
YORK AND WAY PLACES.
FROM WALNUT-STREAT WHARF AND KESSINGTON DEPOT
WILL LEAVE AS FOLLOWS—VEZ:

At 8 A. M., via Camden and Amboy, C. and A. Ac The 6½ P. M. Line runs daily, Sundays excepted. The 12 P. M., Southern Mail runs daily.

For Water Gap, Stroudsburg, Scranton, Wilkesbarre, Montrose, Great Bend, &C., at 7.10 A. M. from Kenslugton, via Delaware, Lackawanna and Western Bailroad.

For Mauch Chunk, Alentown, Bethichem, Belvidere, Raston, Lambartville, Flemington, &c., at 710 A. M. and 3 P. M. from Kensington Popot; (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 Freshold, at 6 A. M., and 2 P. M.

For Bristol, Treaton, &c., at 7.10 and 9½ A. M., and

For Bristol, Trenton, &c., at 7.10 and 9½ A. M., and 3, 6, 6.30, and 12 P. M. from Kensington.

For Bristol, and intermediate stations, at 11½ A. M. from Kensington.
For Palmyra, Riverton, Delanco, Beverly, Burlington, Florence, Bordentown, &c., at 12%, 1, 4, 5, and 5% P. For New York, and Way Lines leaving Kensing ton Depot, take the cars on Fifth street, above Walnut half an hour before departure. The cars run into the Depot, and on the arrival of each train run from the Depot, and continued to the carrival of the carri Depot, and on the service before the property of the property WEST OHES TEST

WEST OHES TEST

SYLVANIA RAILBOAD, leave depot, corner ELEVENTH and MARKET Streets, at \$ A. M., 19,50 noon, noted to be paid for a special contract.

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RAILBOAD TRAINS via PENNresponsibility for bags will not be liable for a special contract.

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SALES BY AUCTION. THOMAS & SONS, Nos. 139 and 141 South FOURTH Street. (Formerly Nos. 67 and 98.) PUBLIC SALES REAL ESTATE AND STOOMS AT THE EXCHANGE ON TUESDAYS. REAL ESTATE AT PRIVATE SALE. We have a large amount of real estate at private sale, including every description of sity and country property. Printed lists may be had at the Auction Store.

SALE OF STOCKS, LOARS, &c. This Day,
February 11, at 12 o'clock norn, at the Philadelphia Exchange—
For account of whom it may concern—
400 shares Pairmonnt and Arch-street Passenger Ballway Company. 200 shares Eventeenth and Nineteenth-streets Pas-senger Railway Company, \$3,000 Union Canal Company coupon bonds. For other accounts— 18 shares Keekuk Gas Light and Coke Company, Iowa

18 shares Krokuk Gas Light and Coke Company, Iowa-pur Siloo.

fe shares Lowishurg Gas Company—par \$50.

2 shares Academy of Fine Aris, by order of executors.

2 shares Mercantile Library Company.

1 share Philadelphia Library Company.

10 shares Westmoretant Coal Company.

10 sheres Fairnount (Bace and Vine-streets) Passenger Railway Company.

2 shares Ocean Steam Navigation Company—par \$500.

2 shares Philadelphia and Savannah Steam Navigation Company—mer \$600. 2 kharcs Philadelphia and Savannah Steani Navigation Company—pur \$500.

Also, by order of Assignee— \$5,000 ten per cent. first-mortgage bonds Quakake Railroad Company.

3 coursen bands, \$500 each, Hestonville, Mantus, and Fairmount Passenger Railway Company.

5 shares Philadelphia and Havre de Graco Stoam Tow-boat Company. boat Company.

Eale No. 1315 Marshall Street.

HANDSOME FURNITHIE MIRBORS, VELVET
CARPETS, &c.
This Morning,
Feb. 11, at 10 o'clock, by catalogue, at No. 1315, Marshall street, the entire furniture, comprising suit handsome parlor furniture in green plush, diring-room and chamber furniture. French plate mirrors, fine plated teasect, cleanat medalion velvet carpets, &c. Also the kitch-

en furniture. Sale at Nos. 139 and 141 South Fourth Street.

SUPERIOR FURNITUME, FRENC I-PLATE MIRROBS, HIANO-FORTEN, BEDS AND BEDDING,
BRUSSELS AND OTHER CARPETS, CHINA AND
GLASSWABE &c.

On Thurslay Morning,
At 9 o'clock, at the Auction store, the superior furniture, plano-fortes, mirrors, Brussels and other carpets,
&c., from families declining housekeeping, removed to the
store for convenience of sale.

tore for convenience of sale.

**Box Catalogues ready the day pravious to sale. BUSINESS NOTICES. TOHN A. ALLDERDICE, ATTOENEY-AT-LAW,
Has resumed the Practice of his Profession at
NEW CASTLE, DELAWARE. [ja28-3m* A OPPENHEIMER, MERICULAR And manufacturer of every description of Army Goods, Mc. 48 South THIRD Street, west side, second story, Philadelia OPPENHEIMER, MERCHAN-

QTEAM-SCOURING AND TAILUR-STEAM-SCOURING AND TAILURING done at the shortest notice.

HENRY B. BASCOM,
137 SEVENTH Street, above Walnut.

H. BASCOM'S plan for the times is to recommend
Gents to bring their old Clothing to him, and have them
made new. Also, their Cloths, and have them fashionably made up.

OHN WEISH, Practical SLATE
BOOFER, THIRD Street and GERMANTOWN
Sead, is prepared to put on any amount of ROOFING,
on the most MODERATE TERMS. Will guaranty to
make every Building perfectly Water-tight.

Orders promptly attended to.

my1-ly

MUTELS. CARD.—THE UNDERSIGNED, CARD.—THE UNDERSIGNED,
late of the GIBABD HUUSE, Philadelphia, have
caucd, 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 past favors,
and bog to assure them that they will be most happy to

ee them in their new quarters.
SYKES, OHADWICK, & OO.
WASHINGTON, July 16, 1981. WINES AND LIQUORS. DURE PORT WINE. DUQUE DO PORTO WINE, BOTTLED IN PORTUGAL IN 1820.

Physicians and invalids in want of a reliable article of Physicians and invalids in want of a reliable article or nure Port Wine can be supplied by inquiring for the blove wine at CANTWELL & KEFSENS, Southeast corner GERMANTOWN Avenue and MASTER Street.

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

STUART'S PAISLEY MALT, WHIS-Buchanan's Coal Ha Whisky, Old Tom Gip, Old London Gin, Lunnion Cordial Gin, Boblenia Git. Old Tom Contial Gro, Bohlen's Gia,
In bond and store,
CANTWELL & KEFFER,
Seutheast corner GEBMANTOWN Avenue
and MASTER Street.

ZOUAVE CHAMPAGNE—A new brand—an excellent article. Imported and for sale at a price to suit the times, by CANTWELL & KEF-FEE, southeast corner of GERMANTOWN Avenue and MASTER Street. RUDESHEIMER-BERG, LAUBENHEIMER, and HOCKHEIMER WINE, in cases
of one sozen buttles each; warranted pure. Imported
and for sale low by CANTWELL & KEFFER, southsast corner GERMANTOWN Avenue and MASTER
Street. ZIMMERMAN'S DRY CATAWBA
WINE.—This approved brand of Cincinnati wine,
the best article out for "coloblers," for sale pure, bottled and in cases, by CANTWELL & KEFFER, southeast corner GEBMANTOWN Avenue and MASTER
Street. 424-8m

A RMY CLOTHING AND EQUI-Senied Proposals will be received at this office until FEBRUABY 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.

G. H. CROSMAN, 1930: tfel5 Deputy Quartermaster General

MARSHAL'S SALES. MARSHAL'S SALE.—By virtue of Landson, Judge of the District Court of the United States, in and for 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 Dighest bidder, for cash, on THURSDAY, the thirteenth house of LLOYD JONES, at TUCKERTON, in the county of BURLINGTON, one-fourth part of the schooner OTTWAY P. BINNS, now lying in Mulheariver, 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 DE ACON,
U. S. Marshal District of New Jersey.

U. S. Marshal District of New Jersey Dated January 27, 1862. ja28-tuths-tfe13* EXPRESS COMPANIES. THE ADAMS EXPENSES

COMPANY, Office 320 CHESTRIT

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 Tewns

and Cities of the United States

B. S. SANDFORD. E. S. SANDFORD, General Superintendent

BOOK AND JOB PRINTING.

"THE PRESS" BOOK AND JOB PRINTING ESTABLISHMENT.

No. 417 CHESTNUT STREET. PHILADELPHIA. The attention of the Business Community is respectfully invited to the New Book and Job Print-

ing Office of THE PRESS, which has been fitted up

with New Material, in the most Complete Manner, and is now prepared to execute, in a satisfactory Style, every variety of Printing. POSTERS, HANDBILLS,

DRUGGISTS' LABELS.

CIRCULARS, DEEDS, MORTGAGES. CERTIFICATES, PAPER BOOKS,

BALL TICKETS & PROGRAMMES, PAMPHLETS,

NOTES, RECEIPTS

BILL HEADS, BILLS OF LADING, LETTER HEADINGS. ETO., ETG., ETG.

MERCHANTS, MANUFACTUBERS, MECHANISM LAWYERS, AUCTIONEERS, PUBLIC OFFICERS, BANKS, BAIL-BOAD AND INSURANCE COMPANIES, Ero.,

Will be supplied with any description of Printing required, at Short Hotice and on the most Rea WM. H. GATZMER, Agent. | sonable Terms.