THE OCEAN YACHT RACE.

Statement of One of the Crew of the Henrietta—The Second Officer Said to Have Been Swept Overboard, Etc.

Thomas Darcey, one of the crew of the Henrietta, who arrived on Tuesday in the Bremen, from Southampton, gives the following statement in reference to the passage of the Henrietta:—

We had a good but rough passage from Sandy Hook to Cowes. From the time we left here we stood on our course to the eastward right through. On the first night, between 4 and 6 o'clock, the Fleetwing and Vesta were both visible; the Fleetwing being directly to windward of us, and in my judgment about three miles away. The Vesta was right ahead of us, about a quarter of a mile. I had the wheel then, from 4 to 6 o'clock, and during that time we were in the wake of the Vesta and were steering in the same course. We overhauled her about 6 o'clock, when we were sailing abreast of her and ranging ahead. When I came on deck at 8 o'clock again, I asked the man on the lookout where those yachts were, for I could not see them, and he said that the Vesta had gone across our bows and had stood to the northward. The Fleetwing was not visible after that night, and I did not see either of them again until we arrived at Cowes. We had an extremely rough passage, and the fore gaff topsail sheets were carried away twice to my knowledge. John Cole, the second officer, was shook off the main boom while shaking the reefs out of the mainsail. The hands had been ordered to make sail. Mr. Cole lay out to cast off the errings and let go the reef tackle. The boom was just on the quarter and she broached to, and it shook the main boom, and the crotch rope was not fast properly, but was a little slack, and it took Mr. Cole and threw him over the main boom. He was not swept overboard, as stated before, but held on with his right hand to the reef pennant of the mainsail, and came aboard with the first officer, Mr. Jones. The latter caught hold of him and hauled him aboard. We were all hands on deck. Mr. Cole then promptly went out again and performed his duty in a seamanlike manner; for we were all interested in having the Henrietta win the race. He went out again on the main boom, and everything being clear, we set the mainsail. We then went below, being on the starboard watch, and the port watch made all sail on the ship. From 12 to 4 o'clock, all sails being set, she bore on her course all the time, and afterwards made Scilly lights at a quarter to 8 o'clock at night on the 24th of December, a half a point on the weather bow. When we went below in my watch we were close-hauled. When we made Scilly lights we stood to the south of it, and weathered that, and when I came on deck again I sighted the Lizard light, running with all fore and aft sails set, including squaresail. We then made Land's End with a full head of canvas. When we came right in we got a pilot close to the Isle of Wight from a pilot boat off the island. We then took in the squaresail, and Captain Samuels told the pilot to heave to and come aboard as quick as possible. Mr. James Gordon Bennett, Jr., was on deck at the same time, and so were Mr. Jerome and Mr. Knapp. We were in a hurry to get in, having a free wind. Captain Samuels said:—"Lower that boat, and come aboard quick, or I will not wait for you. I will run in myself, hurry aboard!" We were close on to the land. We were running on to the land—everything free, right in for the Needles. When the pilot came aboard we asked him how long he had been out, and he said since 6 o'clock the night previous, from the Isle of Wight. We asked him if he had seen any American yachts that had arrived in sight, and he said "No;" when we gave three hearty cheers and then a "tiger" for the Henrietta and James Gordon Bennett, Jr. We carried the squaresail and all other sail, and made for the Isle of Wight, and got there close on to dusk, between 4 and 5 o'clock on Christmas. We went direct to the anchorage, and didn't know whether there was either of the other yachts there or not until we sent up our rockets and signals, and finding no answer to those, concluded we were the first in. Boats from the shore brought aboard members of the Royal Yacht Club, as well as citizens and boatmen, when we were informed that no other American yacht had yet arrived at Cowes. We then gave three hearty cheers again for the Henrietta, James Gordon Bennett, Jr., and Captain Samuels. When the yacht was beheld by the people congregated on the shores at Cowes, they gave the successful yacht a hearty round of cheers, which was responded to by the crew and passengers of the Henrietta in true American style. Mr. Bennett then invited all hands to "splice the main-brace," and told them to enjoy themselves. They availed themselves of the invitation, and "spliced the main-brace" doubly. The people of Cowes and others assembled around the yacht, and asked numerous questions in regard to the race. We enjoyed our Christmas at Cowes in true American style, but I did not see either the Fleetwing or Vesta come in, not being on deck at the time.—*N. Y. Herald.*

An Infuriated Husband Kills His Wife and her Mother, and Sets Fire to the House, Leaving Them in the Flames.

CHICAGO, January 16.—A terrible tragedy occurred at Valparaiso, Ind., forty-three miles from this city, on the Pittsburg and Fort Wayne road, the details of which are as follows:—Chauncey Page, a jeweller of Valparaiso, some time ago had trouble with his wife which led to a separation, the wife going as a servant into the family of an old man residing in the vicinity. About 9 o'clock last night Page went to the house, and succeeded in obtaining an interview with his wife.

A quarrel arose between them, during which Page threw his wife upon the floor, beat and kicked her in a terrible manner, and left her for dead. He then went to an adjoining room, and, with a heavy poker, which he snatched from the fireplace, killed both the old man and woman. As if to cover up the horrible crime, the wretch then set fire to the house and fled to the woods.

His wife in the meantime revived, and as the flames and smoke were encircling her, managed to crawl from the burning building, when she was rescued by the neighbors, who had been attracted to the spot by the fire.

The excitement in Valparaiso is intense; business is entirely suspended, and the entire population are out to-day scouring the country for the murderer.

[LATER.]

Later news from the Valparaiso tragedy states that it was Page's wife and her mother who were killed. He shot them with a revolver. The person who escaped was a young girl, who was terribly mangled, and is not expected to recover.

Eyre, Artemus Ward, and Ellen Craft.

The Boston *Commonwealth* says:—Ellen Craft, wife of William Craft, with whom she escaped from a plantation in Georgia—she habited as a Southern gentleman, he as her body-servant—is, as you may judge by the manner of her escape, almost white. She is also quite good-looking, quite intelligent, and is welcomed in the best society of London. Lately she met at a dinner company, without knowing it, ex-Governor Eyre, and as fate would have it, fell to talking of the Jamaica affair with him. Ellen knows how to use her tongue with considerable effect, and the ex-Governor was somewhat amazed and embarrassed to hear himself terribly castigated by a lady of whose relation to the negro race he had no idea whatever. While the conversation was going on, some one hinted to her that the person to whom she was uttering her indignation was no other than ex-Governor Eyre himself; whereupon, frankly and unembarrassed, she turned upon him and said, solemnly:—"Do not you, yourself, feel now that poor Gordon was most unjustly executed?" The ex-Governor, upon this, was overwhelmed with confusion, turned very red, excused himself, and walked to the other end of the room.

Ellen is a kind of a missionary among the grandees here. She was the other day at a fine dinner where Artemus Ward was a guest, and came out bluntly with, "They tell me, Mr. Browne, that you are always very hard upon the poor negro." Artemus, who was entirely unaware of the race of the person with whom he was conversing, replied, "Now, who told you that?" "Well, a good many people; but, in fact, there is a good deal in your books that would never have been written by a friend of that unfortunate race." Artemus colored considerably, for he felt that the company he was in felt a certain sympathy with her rebuke; and he said, "Not at all; I abuse white people as much as I do the blacks." "Well," rejoined Ellen, looking him straightly in the eye, "I hope you will never again write anything which shall make people believe that you are against the negro." Is it not passing strange that an intelligent and refined fugitive slave should be over here confronting and rebuking in high places the enemies of her people?

Restoration of the Head of Richelieu.

AN INTERESTING CEREMONY IN PARIS.

The Paris correspondent of the London *Star* writes:—"I was the first to announce that Richelieu had lost his head, and had found it again. The ceremony of restoring the head, or rather the face, of his eminence to his tomb, which contains the rest of his body, was performed yesterday (December 15), at 12 o'clock. A dense crowd thronged the Place de la Sorbonne long before the hour.

"Precisely at midday the doors of the ancient church were thrown open, and a most imposing sight struck the eye. A catafalque of black velvet, at the corners of which were four splendid candelabras, occupied the centre of the nave, while hangings of dark crimson velvet, fringed with gold, covered the walls of the edifice. Around the catafalque bishops and other church dignitaries, in full vestments, were seated; beyond were ranged in order of rank the forty academicians, the heads of all the colleges of France, the professors of theology, etc.

"Among the most remarkable men assembled at this ceremony were Monseigneurs the Bishops of Silva, of La Rochelle, of Chalons, of Nancy, etc., MM. Berryer and Camille Domet, and General Zamoisky. The family of Richelieu was represented by the present duke. His Grace the Archbishop of Paris arrived at 12 and received the Minister of Public Instruction, attended by his secretary and his *chef du cabinet*, on his entrance. One of the University beadles bore the oaken coffer which enclosed the precious relic, and handed it to Mgr. Darboy, who carried it on a gorgeous *civiere* to the centre of the church. A cardinal's scarlet hat lay on the oaken box. His Grace pronounced a short address, in which he expressed the thanks of the Emperor to his Excellency M. Duruy for having been the means of restoring part of the remains of one of the most illustrious men of France to the church. The mass for the dead was then recited, and his Grace Mgr. Darboy and the Minister of Public Instruction descended into the Richelieu family vault to witness the disposition of the coffer on the Cardinal's coffin.

"Two slabs of black marble have been placed in the wall of the vault, on which an inscription in Latin records the event of yesterday. His eminence was buried at the Sorbonne on the 15th December 1662—that is, precisely two hundred and four years ago. He must have been admirably embalmed, as his features are quite perfect, and even retain a life-like expression."

A King's Debts.—In John Bruce's "Calendar of State Papers" of the reign of Charles I, now publishing in a series of volumes by Longmans, London, there are many petitions from tradesmen to the King, praying for the settlement of their claims. Hester Rogers, widow of a royal jeweller, complains that she is utterly unable to pay three pounds sterling ship-money, for which she was in custody, there being two thousand pounds owing to her late husband for jewels delivered in the first year of the King's reign, besides one thousand two hundred and forty-eight pounds due from the King's mother, Queen Anne of Denmark. The non-payment of this money has ruined herself and children. There are petitions from his Majesty's silkman, his Majesty's poulterer, and his Majesty's fishmonger, also asking for the payment of debts long due.

SKATING PARKS.

GRAND FETE SUR LA GLACE,

To be given at the

EASTWICK SKATING PARK,

BY THE SUBSCRIBERS,

Commencing at 2 P. M and closing at 10 P. M., on a day during the present Winter, due notice of which will be given in the daily papers.

Subscribers and their friends can procure tickets at the ticket office at the entrance of the Park, and at No. 408 WALNUT St., and from any of the Managers.

JAMES PAGE, Chairman.

CHARLES HARMAR, Treasurer.

N. B.—Subscribers to the Park will be admitted on the day of the "Fete." 1 17 3t

CENTRAL SKATING PARK,

FIFTEENTH AND WALLACE STREETS.

ICE REFLOODED AND SMOOTH. Snow removed. Good Skating Afternoon and Evening. The Satterlee Band as usual.

MONDAY EVENING, January 21,

BY REQUEST, GRAND COTERIE FANTASTIQUE

To the patrons of the "CENTRAL," and their friends. For tickets and programmes, apply at the Park, or to Mr. H. C. RISLEY, at the Continental. 1 17 4t

SKATING! SKATING! SKATING!

WEST PHILADELPHIA SKATING PARK,

THIRTY-FIRST and WALNUT Streets.

THE SNOW ALL REMOVED

ICE IN SPLENDID CONDITION—MADE PERFECTLY SMOOTH BY OUR PATENT ICE PLANE.

PARK OPEN UNTIL 10 O'CLOCK AT NIGHT.

SKATING BY MOONLIGHT. Fine Band of Music.

ADMISSION, TWENTY-FIVE CENTS.

Access to the Park (by a few minutes' ride) by the Market street or Walnut street cars.

SPECIAL NOTICE.—When the signs are on the above-named cars the skating is always good. 1 1*

CURTAINS, SHADES, ETC.

RICH LACE CURTAINS.

The Subscribers have now in Stock, and are receiving from the late

AUCTION SALES IN NEW YORK,

Nottingham Lace Curtains,

From Ordinary to Rich Style.

French Lace Curtains,

From the Lowest to the Highest Quality, some of them the RICHEST MADE.

ALSO

Vestibule Lace,

Embroidered Muslin Curtains,

Jacquard Muslin Curtains, and

Curtain Muslins in great variety

SHEPPARD, VAN HARLINGEN & ARRISON

9 14 wfm6mrp] No. 1008 CHESNUT Street.

AUCTION SALES.

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CROSBY OPERA HOUSE.

CROSBY OPERA HOUSE

ART ASSOCIATION.

THE LAST WEEK.

ONLY TWO DAYS MORE.

THE LAST CHANCE.

The Award of Premiums to be Made at Two and a half o'clock P. M.,

ON MONDAY NEXT,

On the Stage of the Opera House, at Chicago.

The Philadelphia Committee left for Chicago last evening.

Arrangements have been made to receive

SUBSCRIPTIONS IN THIS CITY

UP TO

SATURDAY, 19th INSTANT,

AT

No. 607 CHESNUT STREET,

(Bulletin Building)

AND

AT THE PHILADELPHIA ART GALLERY,

No. 1305 CHESNUT STREET.

A FEW SHARES ONLY REMAIN.

CERTIFICATES $5.

Open at both places until 10 o'clock P. M. each day.

T. B. PUGH, Secretary.

1 14 mtuthf4t] SOLE AGENT IN PHILADELPHIA

INSURANCE COMPANIES

OFFICE OF THE UNION MUTUAL INSURANCE COMPANY OF PHILADELPHIA, N. E. corner THIRD and WALNUT Streets, Philadelphia.

FIRE, MARINE, AND INLAND INSURANCE.

INCORPORATED 1804.

The following statement of the affairs of the Company is published in accordance with a provision of its Charter:—

Marine premiums written during the year ending January 1, 1867		$252,502 80
Marine premiums not determined January 1, 1866		55,146 62
		$307,649 42
Fire premiums same period	$49,261 27	
Fire premiums undetermined January 1, 1866	12,872 37	53,133 64
		$360,783 06
Earned premiums during the year ending as above:—		
On Marine risks		$251,497 23
On Fire risks		33,602 56
Received from interest on investments and salvages		46,491 49
		$311,531 28
Losses expenses, etc., during the same time:—		
Losses Marine		$238,279 06
do. Fire		12,784 81
Return Premiums		26,690 53
Reinsurances		21,642 14
Expenses and Commissions		24,498 19
United States and State Taxes		7,674 54
		$330,570 16
Commutation to customers in lieu of scrip		$25,533 09

STATEMENT OF THE ASSETS OF THE COMPANY, JANUARY 1, 1867.

United States 5-20 Coupon Bonds, 1881	11,500 00
Do. 7-30 do 1867	5,000 00
Do. 5-20 do 1882	11,600 00
Do. registered, 1862	5,000 00
State of Pennsylvania 6 per cent. coupon bonds	10,000 00
City of Philadelphia 6 per cent. bonds	15,000 00
City of Pittsburg 6 per cent bonds	3,000 00
City of Pittsburg 5 per cent. bonds	7,000 00
Camden and Amboy Railroad 6 per cent. coupon bonds, 1889	11,200 00
Camden and Amboy Railroad 6 per cent. coupon bonds, 1875	3,500 00
Camden and Amboy Railroad mortgage bonds	17,000 00
Pennsylvania Railroad first mortgage bonds	1,000 00
Do. do. second do. do	1,000 00
Philadelphia and Erie Railroad Bonds	10,000 00
North Pennsylvania Railroad Bonds	10,000 00
Chesapeake and Delaware Canal Bonds	14,000 00
Schuylkill Navigation Canal Bonds	10,000 00
Wyoming Valley Canal Bonds	11,000 00
166 shares Pennsylvania Railroad Co.	8,300 00
100 " North Pennsylvania Railroad	5,000 00
196 " Wyoming Valley Canal Co.	5,300 00
68 " Philadelphia National Bank	6,800 00
88 " Farmers' and Mechanics' Bank	8,800 00
1438 " Union Mutual Insurance Co.	28,780 00
88 " Delaware Mutual Insurance Co.	2,200 00
100 " Phœnix Insurance Co.	1,000 00
4 " American West India Co.	400 00
20 " Philadelphia and Southern Steamship Co.	5,000 00
$2425 scrip North Pennsylvania Railroad	2,425 00
$360 Union Mutual Insurance Co.	360 00
	$236,114 38
Bills receivable	75,569 04
Cash in Bank	49,489 14
Due for unsettled premiums	24,831 93
	$386,024 49

DIRECTORS.

Richard S. Smith, S. Destouet, A. E. Borie, Francis Tete, John H. Irwin, Newberry A. Smith, Henry Lewis, William C. Kent, J. P. Steiner, Edward L. Clark, George Lewis, Ellis Yarnall, H. F. Robinson, Samuel C. Cook, James R. Campbell, William S. Baird, Charles Wheeler, S. Deibert, Norris S. Cummings, Solomon Townsend, F. Lavergne, John Moss, J. S. Perot, George H. Sheble.

RICHARD S. SMITH, President.

JOHN MOSS, Secretary. 1 15 12t

THE PENNSYLVANIA FIRE INSURANCE COMPANY.—In conformity with an Act of Assembly of April 5, 1842, this company publish the following list of their assets, viz.:—

Mortgages, being all first mortgages, in the city of Philadelphia	$279,600 00
Bills Receivable	31,250 00
Real Estate	30,000 00
Schuylkill Navigation Company Loan	19,444 41
Camden and Amboy Company Loan	53,433 55
Chesapeake and Delaware Canal Loan	8,692 50
Philadelphia, Wilmington, and Baltimore Railroad Company stock, 479 shares	21,820 50
Philadelphia and Erie Railroad Loan	24,600 00
Pennsylvania Railroad Loan	10,000 00
Do. Do Stock, 300 shares	14,410 65
North Pennsylvania Railroad Loan	18,912 50
Harrisburg, Lancaster, etc., Railroad Loan	9,425 00
Lehigh Coal and Navigation Loan	17,570 00
Delaware Division Company Loan	5,400 00
United States Loan, 6 per cent 1881	20,000 00
Do. do. 7-30 do. do	25,000 00
Do. do. 7-30 do. do.	56,000 00
Do. do. 7-30 do. 1868 do	60,000 00
Do. do. 5-20 do. do.	50,000 00
Pennsylvania State Loan	26,000 00
Philadelphia City Sixes	47,100 00
Do. Fives	4,088 75
Cincinnati Sixes	4,672 51
Pittsburg do.	5,555 00
Philadelphia Bank, 234 shares	24,340 26
Western do. 229 do	11,000 03
Girard do. 125 do.	6,669 00
Bank of North America, 100 shares	10,000 00
Franklin Fire Ins. Co. 50 do.	2,837 73
Marayunk Gas Company, 20 do.	998 88
Cash on hand	37,680 51
	$927,152 54

WM. G. CROWELL, Secretary

January 1, 1867. 1 15 7t

GEO. A. COOKE'S

COAL EMPORIUM

1314 WASHINGTON AV.

THE GENUINE EAGLE VEIN, THE CELEBRATED PRESTON, and the pure hard GREENWOOD COAL, Egg and Stove, sent to all parts of the city at $6·50 per ton; superior LEHIGH at $6·75.

Each of the above articles are warranted to give perfect satisfaction in every respect. Orders received at No. 114 South THIRD Street; Emporium, No. 1314 WASHINGTON Avenue. 4 4 5

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COTTON GOODS.

GREAT DECLINE IN PRICES.

NOW IS THE TIME TO BUY.

NEW YORK MILLS,
WAMSUTTA,
WILLIAMSVILLE,
AMOSKEAG,
HOUSEKEEPER,

WIDE SHEETINGS,
12-4 HUGUENOT,
10-4 UTICA,
10-4 WALTHAM,

PILLOW MUSLINS,
5-4 WALTHAM,
5-4 UTICA,
5-4 NASHUA,
5-4 WAMSUTTA,

By the Piece at Wholesale Prices.

J. C. STRAWBRIDGE & CO.

CHEAP PANT STUFFS.

LATE IN SEASON---PRICES LOW.

ELEGANT HEAVY CASSIMERES, $1·25.
FINE HEAVY PLAIN CASSIMERES, $1·25.
NEW STYLES FANCY CASSIMERES, $1·25.
ALL-WOOL GOODS FOR BOYS, $1·00.
VERY FINE THICK GOODS, $1·00.
GOOD ALL-WOOL CASSIMERES, $1·00.

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LADIES' CLOTHS.

GREAT REDUCTION.

FROSTED BEAVERS.
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FINE OVERCOATINGS.
BROWN MOSCOW BEAVERS.
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NORTHWEST CORNER

EIGHTH AND MARKET STS.

1 11 tswrps

PRICE & WOOD,

N. W. Corner EIGHTH and FILBERT,

HAVE JUST OPENED

One bale of Domet Flannels, 31¼ cents; same goods as have been selling at 45 cents.

Good All-wool Flannels, 33, 37½, 40, and 50c.

Yard-wide all-wool Shaker Flannels, 58, 60 and 65 cents.

7-8 and 4-4 Ballardvale Flannels.

Best quality Shirting Flannels.

MUSLINS! MUSLINS!

Good yard-wide Bleached Muslins, 20, 23, 25, and 28 cents.

5-4 Pillow-case Muslins, 25, 28, 35 cents.

6-4, 8-4, 9-4, and 10-4 Sheeting Muslins.

Yard-wide Unbleached Muslins, 19, 23, and 25 cents.

Best Quality American Prints, 18¾ cents.

A good assortment of Table Linens, Napkins and Towels.

Russia Crash, 12, 14, 16, 18, 19, and 20 cents.

Scotch Diaper by the piece or yard.

Linen Bird-eye, for Aprons.

Best makes Shirting Linens.

WHITE GOODS! WHITE GOODS!

Cambrics, Jaconets, Nainsook, Victoria Lawn, and Swiss Muslins.

A cheap lot of Plaid Muslins.

Ladies' and Gents' Linen Cambric Hdkfs.

Ladies' Hemstitched Hdkfs, of Bertrand Millcent's make, at 40, 44, 47, 50, 58, 69, 75, 87½c., and $1.

Gents' Hemstitched Hdkfs., 50c. to $1. [10 22

A large assortment of Cloth Gloves, very cheap.

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628 HOOP SKIRTS. LATEST STYLE, JUST OUT 628

LE PETIT TRAIL, for the Promenade, 2¼ yards round.

THE CHAMPION TRAIL, for the Drawing-room, 3 yards round.

These Skirts are in every way the most desirable that we have heretofore offered to the public; also, complete lines of Ladies', Misses', and Children's Plain and Trail Hoop Skirts from 2¼ to 4 yards in circumference of every length, all of "our own make," wholesale and retail, and warranted to give satisfaction.

Constantly on hand low-priced New York made Skirts, Plain and Trail, 20 springs, 90 cents; 25 springs, $1; 30 springs, $1·10; and 40 springs $1·25.

Skirts made to order, altered and repaired.

Call or send for Circular of style, sizes and price.

Manufactory and Salesrooms

No. 628 ARCH Street.

12 6 7m WILLIAM T. HOPKINS.

DRY GOODS.

FARIES & WARNER,

No. 229 North NINTH Street,

ABOVE RACE.

Waltham Pillow-case Muslin, 25 cents.
5-4 Bleached Muslin, called extra heavy, 25 cents.
10-4 Utica Bleached Sheeting, 95 cents.
One bale wide Domet Flannel, 31 cents.
One bale all-wool Flannel, 38 cents.
Best yard-wide Bleached Muslin, 25 cents.
Table Linens, from 50 cents to $1.
Black Alpacas, 45, 50, 56, 62c. to $1.
2000 yards selected styles of Calicoes.
Canton Flannels, 20, 22, 23, 25, 28c., etc.
All-wool Flannels, 33, 37½, 40, 45, 50c., etc.
Superfine yard-wide Shaker Flannel, 60 cents.
Red and Grey Twilled Flannels.
$5·75 large size all-wool Blankets.
Unbleached Muslins, best makes, all widths.
Russia Crash, 12, 14, 16, 18, 20c., etc.
Bargains in Linen Towels, 18¾, 25, and 36 cents.
Balmoral Skirts, $1·75—over 50 dozen sold.
Ladies' Merino Vests at reduced prices, etc.

FARIES & WARNER,

9 29 6] No. 229 North NINTH Street, above Race.

No. 1024 CHESNUT Street.

No. 1024 CHESNUT Street.

In Anticipation of Removal to

N. W. Corner ELEVENTH and CHESNUT,

White Goods,
Laces and Lace Goods,
Handkerchiefs, Ladies and Gents, every variety.
Linen Collars and Cuffs,
Veils, Scarfs, Neck Ties, Etc.,

Embracing Novelties Adapted for

HOLIDAY PRESENTS,

AT REDUCED PRICES.

E. M. NEEDLES.

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RAILROAD LINES.

ANNAMESSIC ROUTE!

THE SHORTEST LINE TO ALL POINTS

SOUTH AND SOUTHWEST.

PASSENGERS FOR

Norfolk,	Kingsville,
Weldon,	Savannah,
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Newbern,	Atlanta,
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NEW ORLEANS,

TO AVOID DELAY (THE POTOMAC BEING CLOSED BY ICE) SHOULD BUY TICKETS

BY THE

NEW AND SHORT ANNAMESSIC ROUTE

Trains leave Depot,

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD,

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DAILY (Saturday excepted), at 11 P. M.,

Arriving in Norfolk at 4 P. M. the following day, FIVE HOURS SOONER THAN BY ANY OTHER LINE, and making close connections for all points

SOUTH AND SOUTHWEST!

For Tickets and all other information, apply at the office of the Company, No. 629 CHESNUT Street, or at the Ticket Office of the Philadelphia, Wilmington, and Baltimore Railroad, No. 828 CHESNUT Street.

S. P. WILTBANK,

1 2 tf GENERAL AGENT.

FAST FREIGHT LINE.

ALL RAIL ROUTE TO THE SOUTH,

Via Orange and Alexandria Railroad and its Connections.

The undersigned would respectfully ask the attention of shippers to the ONLY ALL RAIL ROUTE between Philadelphia and the South.

Merchants and others desirous of avoiding frequent changes and water transportation, will please mark their freight via O. & A. R. R.—Rail, and send to depot of Philadelphia, Wilmington and Baltimore Railroad BROAD and PRIME Streets.

Cars run through from Philadelphia to Lynchburg without breaking bulk

Drav receipts furnished, and Bills of Lading signed at the through freight office of Philadelphia, Wilmington, and Baltimore Railroad, No. 105 South FIFTH Street below Chesnut.

Rates guaranteed as low at all times as by other

JAMES C. WILSON,

Agent Orange and Alexandria Railroad,

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H. & A. C. VAN BEIL,

OLD RYE WHISKY,

FOR FAMILIES AND THE TRADE.

No. 1310 CHESNUT Street.

H. & A. C VAN BEIL,

FINE OLD SHERRY WINES.

For Families and the Trade.

No. 1310 CHESNUT Street.

H. & A. C. VAN BEIL

VERY SUPERIOR BRANDY,

For Medicinal and other uses.

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CHAMPAGNES

OF ALL FAVORITE BRANDS.

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H. & A. C. VAN BEIL,

WINE MERCHANTS,

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MILLINERY, TRIMMINGS, ETC.

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