A FEW THOUGHTS ON KEYS.

The uses of keys are no worthy subject for the true philosopher's contemplation. He looks upon the essence of things; he sees a key in its objective signification; he cares not for its qualifications as arbiter and agent of those vain attributes, "mine and thine:" he takes no interest in futile distinctions. He never locks anything up, knowing the inutility and peril of the act. It adds nothing to the security of property, but is apt to inspire others with too strong an interest in it. "Nothing venture, nothing have," is his favorite proverb, but with a more enlight ened signification than it generally conveys He tooks upon a key as a mystic entity of diabo lical powers—a talisman which can confer on inert matter, such as wood, iron, brass, leather,

etc., the faculty of baffling and circumventing you in the effort to get at your own possessions.

This is, in fact, the only sound view of the subject. When once the mind has recognized this truth every single key on your banch will this truth every single key on your bunch will assume a peculiar physiognomy, even as il possesses an idiosyncrasy. One key will come into your family with a certain malicious glitter about it—a defiant swagger and sparkle about it that foretells the life long struggle you are destined to have with it. You see at once that it will "rather bend than break," and rather break than open your box, desk, drawer or portfolio, as the case may be. Another will wear a dull and gloomy air—a "here to-day and gone to-morrow" sort of aspect, as good as an epitaph, and much more veracious.

House-door keys have been seen of so truculent and forbidding a countenance that their very presence in the lock is supposed to have scared away the prowling depredator; one, in-deed, has been known—on a remarkable occa-sion—to have "comprehended an auspicious person," and to have done good service in the

capacity of a life-preserver.

What family has not, at times, possessed some meek little tea-caddy, or perhaps cellaret key, which, however facile and effectual at other times, was liable-in any sudden exigency-to fall into so painful a state of hamper and em-barrassment as no effort of its owner could soothe, or politely teigned indifference on the

part of visitors allay?
What household but has its own legendary reminiscences of keys strangely lost and mysteriously regained?—keys that have gone and hung themselves (for no human agency is ever traceable on these occasions) on wrong rings, and wandered madly into wrong pockets? Impulsive keys, that have been found apparently trying to open wrong locks of their own accord. and have broken short off in the effort to recover themselves. Industrious keys, which, on some favorable occasion, have so "improved the shining hour" that wax has been found in their wards? Precious keys (of tills and iron safes), each tondly supposed, by its possessor, to be as unique of its kind as the silver decadracum of Alexander the Great, vet suddenly discovered to have twin brothers as experienced as themselves in the duties of their office?

The most careless observer will have been struck by a difference in the outward semblance of keys apparently subjected to the same exter-

The generic tendency of all keys to spontane ous reproduction is perhaps most remarkable in the clavis domestica, or key of private life, whose prolific qualities may be tested by a simple expe-riment. A very small bunch of them left in any confined space during a few months' absence on the part of their owner will be tound on his retxrn to have colonized the whole drawer. In fact, single keys should never be left under these conditions for any time; they become family keys in no time. It is supposed that they sprout like asparagus in damp weather, or are produced hke button mushrooms in a hot bed. It is a singular fact that this reproductive faculty is to be found in no other metallic substance, however fashioned: locks never multiply of their own de vices; you may leave any number of sovereigns or half-crowns together, yet never find an additional sixpence among them; sometimes quite

The awkward consequences which may arise from this property of the key of domestic life may be easily imagined. You may come some day in a transport of anxious haste to the receptacle of your more important keys, to seek for (let us say) the key of the medicine-chest in some moment of an exquisitely emotional character—such as your injunt's having gulped down its mother's thimble; instead of the desired key, you find a mob of little nameless, oblectless keys, staring you in the face, tripping up your fingers, and maddening you by their multiplicity and inane uniformity of aspect. Curiously enough, these "tadpole" keys, as they may be called, have at first no special physiog nomy; it is only when launched into practical existence, and apportioned among the key-holes of real life, that they grow to be as distinct in appearance, and as diabolical in character, as

Such is the essential nature of these "shining mischiefs." Tricky, deceitful, capricious-never to be trusted out of your sight, and full of irri-tating associations when in it; informed by some devilish intelligence that only leads them wrong and provocative of evil impulses in others:"with all the rash dexterity of wit" for purposes of annoyance, yet powerless to do even the small good for which they were intended.

We cannot avoid taking a side glance at certain keys whose qualifications are universally alluded to in polite conversation and refined literature, but which have never yet been col-lected, labelled, and catalogued, as they ought

We are constantly hearing of "the key to Soand-so's extraordinary conduct," "the key to a certain person's machinations," "the key to Lord Somebody's conscience," "the key to everybody's secret thoughts and private affairs." These things, no doubt, have a real existence; we cannot do without them; they are an important part of those rather threadbare "properties" which belong to the world's stage (as it is generally called) and "lite's poor play." But has anybody seen them? They are probably knock-ing about in that asthetic "green-room" of commonplace, to which we all know our way; from whence we draw those slashing wooden swords and tin bucklers that are so effective in all arguments; those spangled coats and jerkins in which our poor thoughts occasionally strut so bravely; banners, with grand inscriptions, which look quite as well as opinions, at a little dis-tance. There also may be found "all that useful lot" of hyperbolic essences-

The entities of things that are not yet, Subtlest, but surest beings!

such as the wedge whose thin end is always being introduced into our most venerable institutions; the hinge on which momentous affairs habitually turn; the hypothetical leg which nobody has got to stand on in all arguments; the other side to every question; in short, all the materiel for sensible conversation. These things are in constant requisition and daily use; but, like the mysteriously circulating shoe in the game of "hunt the slipper," their existence is only made manifest to the senses by the sounding rap with which we shuffle them round in the polite intercourse of good society.

It would be a good deed to fix, substantiate. and classify these useful but volatile possessions, that they may be always at hand when wanted in public speech or private conversation-more especially the mystic keys to which we have re-ferred. What a handy bunch that would be !— Cornhill Magazine.

-Low company-Dwarfs.

-The Higher classes-Giants.

-Thiers, the French statesman, has the "shingles." —There have been 3224 suicides by charcoal in Paris from 1824 to 1860.

-Dutchmen, are the fittest men for pall-bearers; they always feel at home when near

-The Germans in Missouri are inviting their friends in the Faderland to come over and take up the unoccupied lands in that State, which yet belong to the Government. It is said there are oversix millions of acres of these lands yet to be had at one dollar and a quarter an acre, and much of it is very good. Some of the Germans are already on their way, and it is expected that that a large increase of the population of Missouri will result from this movement.

-The London Gospei Magazine has just completed the hundredth year of its existence. -It is said that Bierstadt's brush has earned

him \$120,000 in the last three years. He has the finest team in the Central Park, and is building a villa at Irvington, on the Hudson. -Rothermel, like Bierstadt, has bought himself a farm. He has purchased eighty acres in Limerick township, Montgomery county, at \$75

-The wits of Paris have started the following -The wits of Paris have started the following paragrapht, which is going the round of the French journals:—"Archaeological discoveries are numerous in the present day. An Italian collector, returning from Egypt, has brought back the statue of no less a personage than Potiphar's wife. An inscription on the base leaves no doubt as to its authenticity. The

features are said to be exceedingly ugly. -A correspondent of L'Europe gives the following copious details of the publication of Gustave Dore's illustrated Bible, which he derived from Madame Mame, wife of the publisher. The edition cost M. Mame, whose calebrated printing press is at Tours, the sum of £24,000 (600,000f.). The two volumes contain 228 plates; for each design M. Dore received £16 (400f.) The engraving of each plate cost from £40 to £50 (1000f. to 1400f.). M. Mame edited the work from mere love of art, and without the least expectation of realizing any benefit therefrom he merely hoped to recover the money he laid out on it. His hopes have already been sur-passed, as 2000 copies have been sold, a great number of which were orders from England and

AUCTION SALES.

Under and by virtue of the power vested in me by Under and by virtue of the power vested in me by an Indenture of Mortrage upon the property hereinaster described, executed by the Tyrone and Clearfield Railroad Company to me as Trustee, dated the 12th day of May, A. D. 1858, and recorded in the office for Recording Deeds, etc., in and for the county of Blair, on the 18th day of May, A. D. 1859, in Mortrage Book "A," pages 5601-4-5-6-7 and 8, and in the office for Recording Deeds, etc., in and for the county of Centre, on the 12th day of May, A. D. 1859, in Mortrage Book "E." page 170, etc., to secure the payment of bonds of said Company to the amount of two hundred and twenty-five thousand dollars, and default having been made for more than ninety days siter the same has been demanded, in the payment of the interest due on more than fifty thousand dollars in amount of the bonds secured by said mortrage, and having been requested in writing by the holders of incre than fifty thousand dollars in amount of the said bonds the payment of the interest on which has been so demanded from said Company, and been se refused by them, to sell at public auction, upon the notice and terms in the said mort gage mentioned, the premises therein referred to, and to fulfil by such as a the duties imposed in accordance therewith, and to discharge my duty as trustee in respect to the premises, I, JOHNEDGAB THOMSON Trustee, as aloresaid and Marigage in trust for the holders of the bonds secured by said mortgage. DOHEREBY GIVE NOTICE, that in pursuance of the power aloresaid vested in me for that purpose by the said indenture of mortrage, and in exercise of the discretion of the holders of the bonds secured by said mortgage. BOHERBY GIVE NOTICE, that in pursuance of the power aloresaid vested in me for that purpose by the said indenture of mortrage, and in exercise of the discretion of the holders of the bonds to the amount anorsaid, asily said mortgage, and in exercise of the discretion of the holders of the bonds to the amount and the principal of the holders of the bonds to the a veyed to me in mortgage as aforesaid and next men

veyed to me in mortgage as aloresaid and next mentioned, viz:—

The whole of that section of said Tyrone and Crearfield Railroad from the point ofintersection with the Tyrone and Lock Haven Railroad, near Tyrone, Blair county. Pennsylvania, as the same is now constructed, together with all and singular, the railways, rails, bridges, feaces, privileges, rights, and all real property of every description, acquired by and belonging to said Company, and all the tolls, income, issues, and profits to be derived and to arise from the same, and all the lands used and occupied for railways, depots, or stations between said points, with all buildings standing thereon or produced therefor. thereon or procured 'herefor.

A more specific and detailed statement of the items of property, included and referred to in the foregoing description, may be given as follows:—

scription, may be given as follows:—

RAILROAD.

All that section of the said Tyrone and Clearfield Railroad as now located and built, beginning at the point of intersection of the said Tyrone and Clearfield Railroad with Baid Eagle Valley Bailroad, formerly the Tyrone and Lock Haven Railroad, near Tyrone, Blair county, thence extending northwardly to and through the borough of Phillipsburg. Rush township, Centre county, and there terminating. Said section of said railroad, between the points aforesaid being about twenty miles in length. Together with the right of way nor the same, with such additional widths as are required by the slopes of excavations and embankments. by the slopes of excavations and embankments

connected with said section of said Road and belonging to said Company, between said points, and the right of way for the same, of the number and length following,

At Mount Pleasant one siding about 200 feet long.
At 11% mile Post one quarry siding about 383 reactors.
At Summit, 13th Mile Post, a second track siding about 1330 feet long.
At Summit, one Y and level siding, and one level siden porth of Summit, one Y and level siding are north of Summit.

At Summit, one Y and level siding, and one level siding north of Summit, with the right of way for all beyond the limits of the right of way for the track last mentioned. The total length of said Y and sidings being about 1606 feet.

At Sandy Ridge, a siding about 1268 feet long.

At Powelton, a Y about 1268 feet long, and two sidings about 2784 feet, total length, with the right of way for the same.

At Osceola Station, a siding about 744 feet long, together with two lines of track, one of which extends from the main track of the said Tyrone and Clearfield Rairroad, to a warehouse lot owned by the said Tyrone and learfield Rairroad Company, in said town or Osceola. Decarur township, Clearfield county, about 2975 feet long; and the other of which extends from a poir t on the said last-named track immediately west of the crossing of Moshannon creek to Miller's Coal Mines, in said Decatur township, Clearfield county, about 2234 feet long, and also 659 feet sidilional Rairroad track extending up Moshannan creek; together with the right of way therefor, and a I embankments. curlings, bridges, and Ivestie-works necessary heretor.

At Dunbar, one siding about 370 feet long.

ersior.
At Bunbar, one siding about 370 feet long.
At Steiner's, one siding about 223 feet long.
At Philipsburg, three sidings about 1500 feet total

At Finingsourg, three somins about 1968 feet total length.

At Gardener's Station, near Eighth Mile Post, a Water Station, 10: 46 by 100 feet, together with a Water Station, 14 feet by 14 feet, with all water rights and factures, lands, and appurtenances needful therefor.

At Mount Pleasant a Water Station, 16 feet by 16 feet, with all the water rights and factures, lands, and appurtenances needful therefor.

At Sandy Ridge, a Water Station, 14 feet by 14 feet, with woodsheds attached, and all water rights, fixtures, lands, and appurtenances needful therefor.

One warehouse lot, containing 147 perches, situated in the town of Osceola, Decatur township, Clearled county. county.

At 21% Mile Post, a lot of ground containing 69 perches, intended for a foreman's dwelling house.

At Philipsburg, one station lot, containing 49 perches with one frame passenger station, 50 feet by 20 feet, and one temporary frame warehouse, 50 feet by 20 feet, built

Intended for a foreman's dwelling house.

At Phillipreburg, one station for contaming 48 perches with one trame passenger station, 50 feet by 20 feet, and one temporary trame warehouse, 50 feet by 20 feet, built thereon.

At Phillipsburg, one lot or piece of ground, containing 485-160 acres with One frame Warehouse, 90 feet by 30 feet.

One from Turn-Table, 50 feet in diameter.

And one frame Water Station, 16 feet by 16 feet, built thereon, with all the water rights and fix sures, lands and appurtenances, needful therefor.

AND GENERALLY.

All the lands, railways, rails bridges, culveris, treatiew orks, too-bouses, coa-bouses, wharves, lences, rights of way, workshops, machinery, stations, depot-grounds, works, massenry, and other superstructure, real estate buildings, and improvements of whatever nature or kind, appertaining or belonging to the above-mentioned property, and to the said section of said Tyrone and the feet of the said safe in the said Railroad, and owned by said Company in connection therewith.

The said Railroad Stdings Real Estate and premises, mentioned in the said mortgage, and above described, will be exposed to sale entire and in one to, and the following terms and conditions will be observed in the said safe;—

The purchaser will be recuired to pay \$10,000 of the purchase money in cash at the time of the said bonds of the coupons due and payable upon the said bonds of the Tyrone and Clearfield Railroad, said south of the bonds or the coupons due and payable upon the said bonds or the coupons due and payable upon the said bonds or the said purchase money in cash at the time of the said bonds or the said purchase money may for the bonds or the coupons due and payable upon the said bonds or the prome and Clearfield Railroad Company, and secured by the mortgage two currents of any of the bonds or the coupons and payable upon the said bonds or coupons and the said cellular them the said bonds or coupons may be respectively entitled to receive according to the terms of said purchase money, to

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A TOUR OF TAXABLE ATTENDED AND A CONTROL OF THE PARTY OF

DELAWARE MUTUAL SAFETY INSURANCE OMPANY,
INCORPORATED BY THE LEGISLATURE
PENNYLVANIA, 1835.
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ON VESSELS,
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54,000 State of Pennsylvania Six Fer Cent, Loan, 54,080 State of Pennsylvania Six Per Cent.

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20,000 Pennsylvania Railroad First Morigase Six Per Cent. Bonds.

25,000 Fennsylvania Railroad Fecond Morigage Six Per Cent. Bonds.

25,000 Westero Pennsylvania Railroad Mort gage Six Per Cent. Bonds.

23,750 00

15,000 300 Shares Stock Germanitown Gas Company. principal and interest guaranteed by the City of Philalis, 537 50

7,150 143 chares Stock Pennsy, va. in Ball-5.000 100 State of Tennessee Five Per Cent.

Market value.....\$998,590 00 Real Estate. 33, 00 of Bills receivable for in urances made, 121,013 37 Balances due at Agencies.—Premiums on Marine Policies Accrued Inte-rest, and other debts due the Company
Sorip and Stock of sundry Insurance
and other Companies, \$ 123. Estimated value.
Cash in Banks. \$55,956 89
Cash in Drawer 678 48 40,511:44 56,635-33

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CAPITAL 4609,000
ACCRUED SURPLUS 997 880
FREMIUMS 103,428
Unsettled Claims, \$12,745. Income for 1865, 2001,000
LOSSES PAID SINCE 1829, OVER 85,000,000.

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OFFICET. ABOVE THIRD, WILL BE CONTINUED

THOMAS H. PARKE, Toket Agent at the Depot.

An Emigrant Train roas daily (except Sanday). For fall information as to tare and accommodation, apply to fall information as to tare and accommodation, apply to fall information as to tare and accommodation, apply to fall information as to tare and accommodation, apply to fall information as to tare and accommodation, apply to fall information as to tare and accommodation, apply to fall information as to tare and accommodation, apply to fall information as to tare and accommodation, apply to see the fall information as to tare and accommodation, apply to see the fall information as to tare and accommodation, apply to see the fall information as to take a possible and tare the dependence of the fall information as to take a possible and tare the dependence of the fall information as to take a possible and tare the dependence of the fall information as to take a possible and tare the dependence of the fall information as to take a possible and tare the dependence of the fall information as to take a possible and tare the dependence of the fall information as to take a possible and tare the dependence of the fall information as to take a possible and tare the dependence of the fall information as to take a possible and tare the dependence of the fall information as to take a possible and tare the dependence of the fall information as to take a possible and tare the dependence of the fall information as to take a possible and tare the dependence of the fall information as to take a possible and tare the dependence of the fall information and the dependence of the fall information and tare the dependence of the fal

RAILROAD LINES.

PHILADELPHIA, WILMINGTON, AND BAL-TIMOBE RAILROAD,
TIME TABLE.
Commencius MONDAY, Gotober 23, 1865. Trains will leave L. pot corner BROAD Street and WASHINGTON Avenue, as follows:—
Express Train at 4 65 A. M. (Mondays excepted), for Baltimore and Washington, storping at Wilmington, Peryville, Havro-de-Grace, Aberdeen, Perryman's, and Magnolia. Magnolla.

Way-Mail Train at 8-15 A. M. (Sundays excepted), for Baltimore stopping at all regular stations, connecting with Delaware Enlirond at Wilmington for salisbury and with Delaware Railroad at Wilmington for salisbury and intermediate stations.

Express Train at 15 P. M. (Sundays excepted), for Battmore and Washington, stopping at Chester, Wilmington Eliton, Perryville, and Ravve-de Grace.

Express Train at 400 P. M. (Sundays excepted), for Battimore and washington, stopping at Wilmington, Newark, Elikton, Northeast, Perryville, Havre de-Grace Perryman's, Edgawood, Magnolia, and Stemmer's Run. Night Express at 11:15 P. M. for Battimore and Wash it gton, Stopping at Chester Wilmington, Newark, Elikton, Fortheast, Perryville, and Havre de Grace.

Passengers by Boat from Baltimore for Polities & MONROE, NORFOLK, CITY POINT and RICHMOND will take the 8:15 A. M. Train.

As an additional accommodation for those holding tickets for these points a Special Car will leave the Philadelphia Depot at 11:45 A. M., connecting at Gray's Ferry with the Morning Evpress train from New York, Will.M. INGTON ACCOMMODATION TRAINS, Stopping pt all stations between Philadelphia and Wilmington.

Wilmington.

Leave Philadelphia at 11 15 A. M., 3 26, 5-90, 7-90, and 10 90 P. M. The 3 30 P. M. train connects with Delaware Ballroad for Militord and intermediate stations.

Leave Wilmington at 7-90, 8 15, and 2 30 A. M.; 3-90 and 4-50 P. M.

Trains for New Castle leave Philadelphia at 8-15 A. M., 3-30 and 5-60 F. M.

THROUGH TRAINS FROM BALTIMORE,

Leave Wilmington at 12-00 M., 4-27, 8-02, and 9-54 P. M.

P. M. CHESTER FOR PHILADDLPHIA.

Leaves Chester at 801, 85s, and 10:14 A. M.; 12:35, 3:43,
4:50, 8:34, and 8:38 P. M.

FROM BALTIMORE TO PHILADELPH'A.

Leave Baltimore 8:25 A. M. Way Mail: 1:10 P. M.,

Express; 4:10 P. M., Way Train; 6:35 P. M., Express;
9:25 P. M., Express

TRAINS FOR BALTIMORE

Leave Chester at 8:56 A. M., 1:50 and 11:50 P. M.,

Leave Wilmington at 5:13. 9:40 A. M.; 2:25, 5:10 P. M.,
12:25 A. M.

SUNDAY TRAINS.

SUNDAY TRAINS.

Express Train at 4 05 A. M. for Baltimore and Washington, stopping at Wimington, Perryville, Havre-de-Grace, Abordeen, Perryman's, and Magnolia.

Night Express at 11 15 P. M. for Baltimore and Washington, stopping at Ches'er, Wimington, Newark, Elkton, Northeast, Perryville and Havre de Grace.

Accommodation Train at 10 P. M. for Wimington and way stations.

way stations.

BALTIMORE FOR PHILADELPHIA.

Leave Baltimore at 9.25 P. M. stopping at Havre deGrace, Ferreville, and Wilmington. Also stops at Elkton and Newark (to take Passengers for Philadelphia,
and leave passengers from Washington or Baltimore),
and Chester to leave passengers from Baltimore or
Washington.

Washington.
A special train will leave Wilmington for Philadelphia at 6 30 P. M.
Freight frain with passenger car attached will leave Wilmington for Perryville and intermediate stations at 6 64 P. M.
H. F. KENNEY, Superintendent.

R E A D I N G R A I L R O A D .

GREAT TRUNK LINE
FROM PHELADELPHIA TO THE INTERIOR OF
PENNSYLVANIA. THE SCRUYLKILL,
SUSQUEHANNA. CUMBERLAND,
AND NORTH, NORTHWEST, AND THE CANADAS.
WINTER AFRAGEMENT OF PASSENGER TRAINS.
Leaving the Company's Depot, at THIRTEENTH
and CALLOWHILL Streets, Philadelphia, at the following hours,—

and CALLOWHILL Streets, Philadelphia, at the following hours.—

MORNING MAIL,

At 8:00 A. M. for Reading, Lebanon, Harisburg, Pottsville, Phinegrove, Tamaqua, Sumbury, Williamsport, Elmina, Rochester, Biagara Falis, Buffalo Allentowa, Wilkesbarre, Pittsfon, York, Carlisle, Chambersburg Hagerstewn, etc. etc.

This train connects at READING with the East Pen sylvania Ballroad trains for Allentown, etc.: and withe Lebanon Valley train for Harrisburg etc.: PORT CLINTON with Catawissa Hallroad trains Williamsport, Lock Haven, Elmia, etc.; at HAR RISHLEG with Northern Centra, Cumberiand Valley and Schujikili and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pine grove, etc.

umberland, Williamsport, York, Chambersburg, Pine grove, etc.

AFTERNOON EXPRESS
Leaves Philadelphia at 3 30 P. M., for Reading, Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad train for foliumbia, etc., and with Catawissa Railroad train for Militon. Williamsport, Elmira, Euflaio, etc.

READING ACCOMMODATION.

READING ACCOMMODATION.

Leaves Reading at 630 A. M., stopping at all way stations, arrives in Philadelphia at 935 A. M.

Returning, leaves Philadelphia at 430 P. M., arrives in Reading at 730 P. M.

Trains for Philadelphia leave Harrisburg at 725 A. M., and Pottsville at 830 A. M. arriving in Philadelphia at 120 P. M. Afternoon trains leave Harrisburg at 145 P. M., and Pottsville at 243 P. M.; arriving at Philadelphia at 705 P. M.

Harrisburg Accommodation leaves Reading at 735 A. M. and Harrisburg at 940 P. M.

Market train with a Passenger car attached leaves Philadelphia at 1248, noon for Reading and all way stations leaves Reading at 1139 A. M., and Downington at 1230 P. D. (C. Philadelphia and all way stations leaves Reading at 1130 A. M., and Downington at 1230 P. D. (C. Philadelphia and all way stations.

All the above trains run daily Sundays excepted.

Sunday trains leave Pottsville at 800 A. M., and Philadelphia at 315 P. M.

CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 800 A. M. and 430 P. M. trains from Philadelphia, returning from Downington at 705 A. M. and 230 Noon.

NEW YORK EXPRESS FOR PITTSBURG AND THE

phia, returning from Downington at 745 A. M. and 230 Noon.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

Leaves New York at 9:00 A. M. and 8:00 P. M., passing Reading at 10 A. M., and 1:48 P. M., connecting at Harrisburg with Pennsylvania and Northern Central Baliroad Express Trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.

Re'urning, Express Train leaves Harrisburg on arrival of Pennsylvania Express from Fittsburg, at 3 and 9:03 A. M., passing Reading at 4:59 and 10:52 A. M., arriving at New York at 10 A. M. and 2:45 P. M. Sleeping Car accompanying these trains throug retween Jersey City and Pittsburg, without charge.

Mail Train for New York leaves Harrisburg at 1:46 P. M. Mail Train for Harrisburg leaves New York at 12 Noon.

P. M. Mail Train for Harrisburg leaves New York at 12 Noon.

SCHUYLKILL VALLEY RAILROAD.

Trains leave Potisvile at 645 and 11:00 A. M., and 7:15 P. M., is turning from Tamaqua at 7:35 A. M. and 1:40 and 4:15 P. M., is turning from Tamaqua at 7:35 A. M. and 1:40 and 4:15 P. M. KILL AND SUSQUEHANNA RAILROAD.

Trains leave Auburn at 7:35 A. M. for Pinegrove and Harrisburg, and at 1:50 P. M., for Pinegrove and Tremont; returning from Harrisburg at 4:40 P. M., and from Tremontat 7:00 A. M. and 6:00 P. M.

TICKETS.

Through first class tickets and emigrant fickets to all the principal points in the North and West and Canadas. The following tickets are outsined only at the Office of S. Bradford. Treasurer, No. 227 S. Fourth street, Philadelphia, or of G. A. Nicolis, General Superintendent. Reading.

delphia, or of G. A. Nicolis, General Superintendent Reading.

COMMUTATION TICKETS.

At 25 per cent discount between any points desired for ramilles and firms

MILEAGE TICKETS.

Good for 2000 miles, between all points, at \$52.50 each for families and firms.

For three, six. nine or twelve months, for heide only, to all points at reduced rates.

CLERGYMEN

Besiding on the line of the road will be furnished with cards, entitling themselves and wives to tickets at haif-lare.

EXCURSION TICKETS,
From Philadelphia to principal stations, good for saturday, Sunday, and Monday at reduced fare, to be and only at the Ticket Office at Thirteenth and Callow-

had only at the Ticket Office at Thirtechia and Canow-hill streets.

FREIGHT,
Goods of all descriptions forwarded to all the above points from the Company's New Freight Depot, Broad and Willow streets.

FREIGHT TRAINS,
Leave Philadelphia daily at 5:30 A. M., 13:45 noon, and 6:00 r. M. for Heading, Lebanon, Harrisourg, Pottsviile, Port Clinton, and all points bevond.

Close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M. and for all principal Stations only at 2:15 P. M.

S15

RAILROAD LINES.

FOR NEW YORK, THE CAMDEN AND Amboy and Philadelphia and Trenton Raliroad Company's lines
FROM PHILADELPHIA TO NEW YORK
and way places, from Walnut street whar, will leave as
follows viz.:
At 6 A. M., via Camden and Amboy Accommods. At 8 A. M., via Camden and Jersey City Express. 3 48 At 8 A. M., via Camden and Jersey City Express. 3 48 At 2 P M. via Camden and Amboy Express. 2 25 At 12 M. (noon) and 8 P. M., via Camden and Amboy Accommodation (Freight and Passenger). 3 25 At 6 and 11 36 P. M., via Camden and Amboy Accommodation (Freight and Fassenger), 1st class ticket.

At 6 and 11 as F. M., 12 and Fassenger), 1st class ticket.

2d Cla the ton Beverly, etc.
LINES FROM KENSINGTON DEPOT WILL LEAVE
At 11-15 A. M., 430 and 645 P. M., via Kensington
and Jersey City Express
At 12 P. M. (Night) via Kensington and Jersey City
Express. Express.
The 6-45 P. M. Line will run daily. All others Sundays.

excepted.

At 7.30 and 11.15 A. M., 3, 3.20, 4.20, 5 and 5.45 P. M., and
12 Midnight, for Bristol, Trenton, etc.

At 7.A. M., 10.50, 3, 5, and 6 P. M. for Cornwells, Torrisdale, Holmesburg, Tavony, Wissinoming, Bridesburg,
and Frankford, and at 8 P. M. for Holmesburg and
intermediate Stations. BELVIDERE DELAWARE RAILEOAD,

BELVIDERE DELAWARE RAILEOAD.

For the Delaware River Valley, Northern Pennsylvania, and New York State, and the Great Lakes.

Two through trains daily (Sundays excepted) from Rensington Depot as follows:

At 7:30 A M. and 3:30 P. M. for Niagara Falls, Buffale, Dunkirk. Canandalgua, Eimira, Ithaca, Owege, Rechester, Binghamton, Oswego, Syracuse, Great Bend, Montrose Wilkesbarre, Seranton, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Fiemington, etc. The 3:30 P. M. Line connects direct with the Train leaving Easton for Mauch Chunk, Allentown, Beiblehem, etc.

At 5 P. M. for Lambertville and intermediate Stations.

For New York, and Way Lines leaving Kensington Depot, take the cars on Fifth street, above Walnut, half an hour before departure. The cars run into the Depot, and on arrival of each Train, run from the Depot.

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

Graham's Baggage Express will call for and deliver baggage at the Depots. Orders to be lett at 3 Walnut st.

LINES FROM NEW YORK FOR PHILADELPHIA. Will leave from foot of Coriland street
At 12 M and 4 P. M., via Jersey City and Camden.
At 7:10 and 11% A. M., 6 P. M. and 12 Night, via Jersey
City and Kensington.
From foot of Barclay street at 6 A. M. and 2 P. M., via
Amboy and Camden.
From Fier No. 1 North river, at 12 M. 3 and 7 P. M.
(Freight and Passenger), via Amboy and Camden.
WILLIAM H. GATZMER, Agent.
January 1, 1866.

January 1, 1866. NORTH PENNSYLVANIA RAILROAD,
Depot, THIRD Street above Thompson.
For BETHLEHEM, DOYLESTOWN, MAUCH
CHUNK, EASTON, WILLIAMSPORT, and WILKES
BARRE.
At 730 A. M. (Express), for Bethlehem, Allentown,
Mauch Chunk, Hazleton, Williamsport, and Wilkes-

At 730 A. M. (Express), for Bethlehem, Allentown, Mauch Chunk, Hazieton, Willamsport, and Wilkesbarre,
At 3:30 P. M. (Express), for Bethlehem, Easton, etc., reaching Easton at 6:45 P. M.
At 3:15 P. M., for Bethlehem, Allentown, Mauch Chunk, Danville, and Williamsport.
For Doylestown at 8:35 A. M., 2:30 and 4:15 P. M.
For Landale at 6:15 P. M.
White cars of the Second and Third Streets Line City Passenger Cars run direct to the depot.
TRAINS FOR PHILADELPHIA,
Leave Bethlehem at 6:25 A. M. and 10:02 A. M., and 1:15 P. M.
Leave Doylestown at 6:30 A. M., 3:15 and 5:30 P. M.
Leave Lansdale at 6:10 A. M.
Leave Lansdale at 6:10 A. M.
Philadelphia for Bethlehem at 10:30 A. M., and 2:15 P. M.
Philadelphia for Bethlehem at 3 P. M.
Doylestown for Philadelphia at 7:20 A. M.
Bethlehem for Philadelphia at 7:20 A. M.
Through Tickets must be procured at the ticket offices,
THIRD Street, or BERKS Street.

EVILIS CLARK. Agent

THIRD Street, or BERKS Street

FILIS CLARK, Agent

FREIGHT LINES FOR NEW YORK AND

All the Stations on the Camden and Amboy and
connecting Rairoads Increased despatch.

THE CAMFEN AND AMBOY RAILROAD AND
TRANSPORVATION COMPANY FREIGHT LINES
for New York will leave Walnut Street Wharf at 5
o'cick F. M., daily (Sundays excepted).

Freight must be delivered before 4% P. M., to be forwarded the same day. Returning, the above lines will
leave New York at P noon, and 4 and 8 P. M.

Freight for Trenton, Princeton, Kingston, New Brunswick, and all points on the Camden and Amboy Railroad; also, on the Belvidere, Delaware, and Flemington; the New Jersey, the Freehold and Jamesburg, asthe Burington and Mount Holly Railroad, and at Manunkachunk with all points on it e Delaware, Lackawanna,
and Western Bailroad, forwarding to Syracuse, Buffalo,
and other points in Western New York.

The New Jersey Railroad connects at Elizabeth with
the New Jersey Central Railroad, and at Newark with
the Morris and Essex Railroad.

A slip memorandum, specifying the marks and numbers, shippers and consigness must, in every instance,
be sent with each load of goods, or no recent will be
given. Increased facilities have been made for the
transportation of Live Stock. Drovers are invited to
try the route When stock is furnished in quantities of
two car-leads or more, it will be delivered at the foot
of Ferrich street, near the Drove Yard, or at Fier No.
1 North river, as the shippers may designate at the time
of shipment. For terms, or other information, apply to
will the Apple of the free of the prover that the foot
of the form of the free of the free may be a finished in quantities of
two car-leads or more, it will be delivered at the foot
of Ferrich street, near the Drove Yard, or at Fier No.
1 North river, as the shippers may designate at the time
of shipment. For terms, or other information, apply to

PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD.
On and after WEDNESDAY, November 1st, 1865, until

On and alter WEDNESDAY, November 1st, 1865, until Further Notice.

FOR GERMANTOWN

Leave Philadelphia 6, 7, 8, 9, 10, 11, 12 A. M., 1, 2, 3 16, 354, 4, 5 5%, 6, 7, 8 9, 10, 11, 12 P. M.

Leave Germantown 6, 7, 728, 8, 8 20, 9, 10, 11, 12 A. M., 1, 2, 3 16, 34, 4, 5 5%, 6, 7, 8 9, 10, 11 P. M.

Leave Germantown 6, 7, 728, 8, 8 20, 9, 10, 11, 12 A. M., 1, 2, 3, 445, 6 6%, 7, 8, 9, 10, 11 P. M.

The 82 down train, and 33 and 5% up trains will not stop on the Germantown Branch.

ON SUNDAYS.

Leave Philadelphia 9 10 A. M., 2, 7, 10% P. M.

Leave Philadelphia 8, 10, 12 A. M., 2, 3, 3%, 5%, 7, 9, and 11 P. M.

Leave Philadelphia 8, 10, 12 A. M., 2, 3, 3%, 5%, 7, 9, and 11 P. M.

Leave Chesnut Hill 7-10 minutes, 8, 940, 1140 A. M., 40, 3 40, 5 40, 840, and 40 40 minutes P. M.

ON SUNDAYS.

Leave Philadelphia 9 10 minutes A. M., 2 and 7 P. M.

Leave Chesnut Hill 7-40 minutes A. M., 2 and 7 P. M.

Leave Philadelphia 6, 835 minutes, 11-95 A. M., 1%, 3, 4%, 5%, 6%, 8 65 minutes, and 115 P. M.

Leave Norristown 8%, 7, 750, 9, 11 A. M., 1%, 4%, 5, and 8 P. M.

The 5% P. M. train will stop at School Lane Wissa-hickon, Manayunk, Spring Mill, and Conshohocken only.

8 P. M. DOLLISTOWN 874, L. 750, 9, H. A. M., 18, 48, 4, and The 5% P. M. train will stop at School Lane Wisanhickon, Manayunk, Spring Mill, and Conshohocken only.

ON SUNDAYS.

Leave Philadelphia 9 A. M., 28, and 7 P. M.

Leave Norristown 7 A. M., and 6 P. M.

Leave Philadelphia 8, 835 minutes, Li-05 A. M., 18, 3, 48, 895, and 118 P. M.

Leave Manayunk 63, 78, 820, 98, 118, A. M., 2, 5, 68, 88 P. M.

ON SUNDAYS

Leave Philadelphia 9 A. M., 2M, and 7 P. M.
Leave Manayunk 7M A. M. 5M, and 8 P. M.
W. S. WIL-ON, General Superintendent.
Depot NINTH and GREEN Streets

W. S. WILLON, OCCUPIES APPENDICULAR

Depot NINTH and GREEN Streets

WEST JERSEY RAILROAD LINES.—

From foot of MARKET Street (Upper Ferry).

Dally, except Sundays

FALLAND WINTER ARRANGEMENT.

Commencing WEDNESDAY. November 15, 1865.

For Bridgeton, Salem, and all Stations on West Jersey and walem Hallroads, at 9 A. M. and 5/30 P. M.

For Cape May and intermediate Stations, at 9 A. M. to Milville and all intermediate Stations, at 9 A. M. to Milville, connecting with Freight Train Passenger Car attached for Cape May, due 3/45 P. M., and 3 P. M.; through l'assenger cue 8 P. M.

For Glassboro and intermediate Stations, at 9 A. M., and 3/30 P. M.

For Woodbury, Gloucester, etc., at 9 A. M., 3, 3/30 and 5/30 P. M.

Freight train will leave Philadelphia, from Sandford's wharf, at 10 A. M., and Camden at 12 M.

J. VAN RENSELAER, Superintendent.

J. VAN RENSELAER, Superintendent.

THE WEST JERSEY EXPIRES COMPANY will attend to all the usual branches of express business, receive, deliver, and forward through other responsible Express Companies, to all parts of the country, any article intrusted to them.

A Special Messenger accompanies each through train.

Office No 5 Wanut street

PHILADAD.

FALEDAD.

PHILADAD.

EALEGAD.

A Special Messenger accompanies each through train.
Office No 5 Wanut street

1865 — PHILADEL, PHIA AND ERIE
BALLROAD.

This great line traverses the Northern and Morthwest
counties of Pennaylvania to the city of Eric, on Lake
Elie. It has been leased and it is operated by the Pennaylvania Railroad Company.
Time Of Passenger Eric Mail Train 100 P. M.

Eric Express Train. 1116 A. M.

Leave Westward—Eric Mail Train, 720 P. M.

Eric Express Train, 720 P. M.

Passenger cars run through on the Eric Mail and
Express Trains without change, both ways between
Philadelphia and Eric.

NEW YORK CONNECTION.

Leave Eric at 175 P. M., arrive at New York 1 15 P. M.

No change of cars between Eric and New York
Flegant Siesping Cars on all Night Trains.

For information respecting passenger husiness, apply
at THIRTIETH and MARKET Streets, Philadelphia.

And Jorf freight business of the Company's Lagents—
B. Ekingston. Jr., corner THINTEEN'TM and MARKET
Errects, Philadelphia.

B. Kingston. Jr., corner THINTEEN'TM and MARKET
Errects, Philadelphia.

H. W. GWINNER, General Ticket Agons, Philadelphia.

H. W. GWINNER, General Ticket Agons, Philadelphia.

H. W. GWINNER, General Supermitendent.