THE PACIFIC RAILROAD.

Report of Lieutenant-Colonel Simpson to the Secretary of the Interior—Pro-

The annual report of Lleutenant-Colonel J. H. impson, United States Corps of Engineers, ad-ressed to Secretary Harlan, gives interesting nformation concerning the condition and pros-ects of the Pacific Railroad. Six companies have accepted the provisions of the laws of congress relating to the Pacific Railroad, as

THE COMPANIES. The Union Pacific.—Authorized to build the oad from the one hundredth meridian to the vestern boundary of Nevada Territory. A subequent section allows it to build a line from the vestern boundary of Iowa to the one hundredth peridian.

The Central Pacific .- Authorized to build the oad from San Francisco, or navigable waters of he Sacramento, to the western boundary of Ne-ada, connecting at that point with the Union actic. In case either of these two reads reaches aid boundary before the other, it may continue

ald boundary before the other, it may continue is line until they meet.

The Union Pacific, Eastern Division.—Authorized to build a line from the mouth of the Kanas river, on the south side thereof, to the one lundredth meridian, where it is to meet the mion Pacific Railroad; and in case the latter is of proceeding in good faith to build its road brough the Territories, when the Union Pacific failroad, Eastern Division, shall have reached to one hundredth meridian, then the last-named ompany may make its road westward until it tests and connects with the Central Pacific ailroad: "Provided that no bonds shall be sed or lands certified by the United States to ny person or company for the construction of ny part of the main trunk line of said railroad. est of the one hundredth meridian of longitude and east of the Rocky Mountains, until said road all be completed from or near Omaha, on the ssouri river, to the said one hundredth merian of longitude.

The point on the one-hundredth meridian ferred to is to be fixed by the President of the nited States, between the north margin of the the valley of the Republican Fork; these mits being about thirty miles apart. The one-undredth meridian is about two hundred and miles west from Omaha, and three hundred d eighty-one miles from the mouth of Kansas point where the roads must unite ver. The point where the roads must unite ill probably be decided on next spring or

The Hannibal and St. Joseph Railroad Com-my of Missouri.—Authorized to extend its ad, by way of Atchison, to connect with the Pacific Rattroad, Eastern Division, or om St. Joseph, to connect with the Union Pafic Railroad; said connection must be made st of the one hundredth meridian, and no ds or bonds are to be paid this company for ore than one hundred miles of road.

he Sioux City and Pacific Railroad.-Autho zed to build a road from Sloux City to connect th the Union Pacific Railroad. If necessary, may make this connection west of the one indredth meredian, but in that case bonds or mds are not to be given them to a greater exmit than if it had connected at the one hundth meridian.

The Burlington and Missouri River Railroad pany,-Authorized to extend its road from point where it strikes the Missouri river to ect with the Union Pacific Railroad at the e hundredth meridian, or some point east of Lands, but no bonds, are to be given to aid is company.

GOVERNMENT AID. With the exception raised in the last paraaph, the roads and branches named are to be sisted by Government bonds payable thirty are after date, bearing six per cent. interest, yable in legal currency to the United States ni-annually. In default of payment of interest bonds by any road, the Secretary of the Treary is to take possession of it for the benefit of United States. These bonds are to be issued the extent of \$16,000 per mile constructed, cept one hundred and fifty miles to the Rocky ountains, and one hundred and fifty miles in a Sierra Nevada, for which \$48,000 per mile is be granted. Between these mountains, secons of one hundred and fifty miles each, bonds the extent of \$32,000 per mile are to be granted. id bonds" of \$1000 each "shall be issued under s act to aid in constructing the mala line of

id road and telegraph."
In addition to the bonds thus loaned, the com anies are to receive public lands to the extent ten alternate sections on each side of the road ad within the limits of twenty miles from its ne, provided said lands have not already been

These bonds and lands are to be issued by vernment at the completion of each twenty or ore miles of first-class road, fully equipped as ch, for the service comtemplated by the act, a continuous line from the Missouri river to Pacific Ocean.

PROGRESS DURING THE YEAR. The report recites the progress of the work on

different roads, the results being briefly as iows:-Union Pacific. - Grading on first one hundred ies nearly completed; on second one hundred les commenced; expected sixty miles of track id by end of January, 1866; one hundred miles July; and two hundred miles by July, 1887; will have reached one nundredth meri an by that time; expenditures already amount \$3,500,000. Since Colonel Simpson's report as written, this company notified the depart-ent that forty miles of road were completed ad ready for acceptance by the Government.

Union Pacific Eastern Division.—Sixty miles mpleted up to November 11. In their report the construction of the road the three com sioners agreed as to the facts, but differed as the requirements of the law; Colonel Sampson aintaining that the law required a read suited the great through business contemplated-the her commissioners claiming that it was good ough for present purposes. The report, with piedge from the resident of the road to supply

endation that the road be accepted on condi-on that the Company, within a reasonable riod, make the improvements required. This commendation was approved by the President cember 20, 1865. Central Pacific.—The work of grading com-enced in February, 1863. The first shipment fron reached Sacramento October 8, 1862, and e track laying was immediately commence steadily continued with a few delays caused the non-receipt of iron and ites within the entracted time, up to June 6, 1864, when the ad was completed to Newcastle, a distance of arry one miles. The grading between New-istle and Colfax was very difficult and expenre, increasing as the line was pushed up the puntain slope. The cuttings have been deeper embankments higher, and more rock work ountered as the line has gone eastward.

genciencies, was submitted to the Presiden

the Secretary of the Interior, with a recom-

t is sixty-three feet deep and eight hundred long, and several others are from forty to deep and from eight hundred to twelve hun ry deep and from eight which were through red feet in length, all of which were through ck or hard cement, requiring to be blasted, veral expensive trestic bridges have been conructed across deep ravines, some as high as he hundred feet in the centre. Some of the abankments are over seventy feet high. For several months the number of laborers ocured was comparatively small, but recently

have increased more rapidly, until now thousand and eighty men are employed, th over six hundred teams, and the prospe that the number of laborers will be increased six thousand during this season, and during next year, not less than fifteen thousand. Ith this large force the company will be able push on the work so as not only to complete far within the time required by the acts of orgress, but so as to meet the public im-

Alchison Branch of Pacific Railroad-Rapidly progress on the first section of twenty miles he masonry and bridges are all completed, and he ties, of the best quality, all out, and the nek now being laid. The contractor agrees to ave the first twenty miles completed on the 1st ay of January, 1865. The iron is an hand. Sioux City and Pacific Railroad—No evidence

in the department of work having commenced | Item 82. Second Poor Dis riet, seven thousand on the road.

Northern Pacific Railroad—A map showing general route has been filed, but there is nothing in the department to show that the company have done any work on their line yet.

CITY ORDINANCES.

A N ORDINANCE To Make an Appropriation to the Guardians of the Poor for the Year 1865 Section 1. The Select and Common Councils of the City of Philadelphia do ordam. That she sum of four hundred and forty-seven thousand three hundred and fifty (\$447.850) dollars be and the ame is hereby appropriated to the Guardians of the Poor to lefray the expenses of that department for the year HOSPITAL DEPARTMENT.

Item 1. Drugs and medicines, ten thousand (\$10,000) Item 2 Sugar, butter, lard, oat, and cake meal, one thousand (\$1000) dollars.

Item 2 Sugar, butter, lard, oat, and cake meal, one thousand (\$1000) dollars.

Item 3 Brandy, wine, whisky, and porter, eight thousand (\$900) dollars.

Item 4 Surgical instruments, leeches and leeching, four hundred (\$400) dollars.

Item 5 Books and binding for medical library and preservation of pathological specimens, two hundred and fifty (\$250) dollars.

Item 6 Marketing for hospital and nurses' tables, eight thousand (\$8000) dollars.

Item 7 Salary of apothecary and assistants, and recording clerks, two thousand three hundred (\$2500) dollars.

Item 8. Wages on pay roll, three thousand three huncred (\$23(6)) dollars.

Item 9 Board of resident physicians, two thousand on bundred (\$2100) dollars.

Item 10. Incidental expenses, three hundred (\$300)

INSANE DEPARTMENT. Item 11. Marketing for Insane Department, two thousand four hundred (\$2400) dollars. Item 12. Salaries of resident physician and clerk, and board of assistant resident physicians, one thousand eight hundred and sixty (\$1800) dollars. Item 13. Wages on pay roll, chargeable to Insane Asylum, four thousand three hundred (\$4390) doi-Lem 14. Incidental expenses, two hundred (\$200)

CHILDREN'S ASYLUM. Item 15. Marketing and supplies for matron's and nurses' tables, six hundred and fifty (\$650) dollars.

Item 16. Wages on pay roll, chargeable to Children's Asylum, seven hundred (\$700) dollars. Item 17 Salaries of matron, teacher, and assistant matron. eight hundred (\$800) dollars. Item 18. Incidental expenses, three hundred (\$300)

HOUSE GENERALLY. Item 15. Flour, corn, and corn meal, forty-seven housand (\$47,000) dollars. thousand (\$47,000) dollars.

Item 20. Reef. mutton pork, and bacon, forty five thousand (\$45,000) dollars.

Item 21. Item, coffee, rve, susar, and molasses, thirty-five thousand (\$55,000) dollars.

Item 22. Codfish, butter, lard, rice, corn, hominy, barley, salt, and pepper, flucen thousand (\$15,000) dollars.

Item 23. Potatoes, beans, and other vegetables, four thousand flye huntren (\$4500) dellars.

Item 24. Crackers, hops, mait, vinegar and pickles, two thousand two hundred (\$200) dollars.

Item 25. Marketing for Old Women's Asylum, one thousand (\$1000) dollars.

Item 26. Marketing for Almshouse, eight hundred (\$800) dollars.

Item 27. Dry-goods, twenty thousand (\$20,000) dollars. 1tem 28. Boots, shoes, hats, and eaps, one thousand even hundred (\$1700) dollars.

Item 29. Hosiery, yarn, thread, cotton, combs.

see dies, and trimmings, three thousand five hundred

\$3500) dollars. Lem 80 Tobacco, soap, lime, and starch, three housand (\$2000) dollar. Item 31. Hardware, crockery, tinware, brushes, procoms, two thousand five hundred (\$2500) dollars. Item \$2. Purchase and repair of stoves, and castags, and cooking apparatus, five hundred (8500) dollars.

Itsm 33 General repairs to House plumbing, vas. String, and materials therefor, five thousand (\$5000)

Item 34. Fuel, of which all coal used shall be schuylkill, which shall be obtained from miners only, twenty-six thousand five hunared (\$25500) ollars. Item 35. Gas and oil, six thousand eight hundred 56800) dollars. Item 36. Furniture and straw, three thousand five nundred \$8500) doltars Hem 37. Cleaning sinks and chimneys two hundred (\$200) dollars.

Item 38. Salaries of Steward, Clerk, and Store-keeper, House Agent, Matron, and Steward's Clerk, five thousand three hundred and fifty (\$5350) dol-

Item 39. Salaries of Doorkeeper, Engineer, Assistant Engineer, Plumber, Gas-fitter, Baker, general Watchman, and Police Officer, three thousand six hundred and fifty (\$3350) dollars.

Item 40. Wages on pay-roll chargeable to House generally, twenty-three hundred and fity (\$2350) dollars. ltem 41. Fire hose and repairs to same, one hun dred (\$100) dollars. Item 42. Incidental expenses, four hundred (8400) dol ars.
MANUFACTURING DEPARTMENT.

ltets 43 Leather, las's, and rhoe-findings, five housand (\$6000) dollars. Item 44 Tailow and causiis alkali and materials for making soap, two thousand five hundred (\$2500 Item 45 Chain filling and weaving materials, twenty-five thousand (\$25 000) gollars.

Item 46, Tools, coat, tron, and steel, five hundred

5500) dollars. Item 47, 1 in, glass, paints, varnish oil, glue and brusiles, three thousand (\$3000) dollars.

I'em 48 Lumber, two thousand (\$2000) dollars.

Item 49 Quarrying stone, one hundre! (\$100

Item 50. Purchase of hardware and iron for making ron bedsteads, one thousand (S1000) doulars Item 51. Salary of Superintendent, eight hundred (\$800) dol'ars. item 52 Wag s on pay-roll, chargeable to the Manufactory and over-work, six hunored (\$600) Item 58 Incidental expenses, three hundred (\$300)

FARM AND BLOCKLEY ESTATE Item 54. Lumber and repairs, five hundred (\$500) dollars. Item 55. Lime, sand, and masonry, two hundred (\$200) dollars. Item 56. Repairing wharf, pumping engine, and

meadow banks, one thousand (\$1000, dollars Item 57. Straw and feed for horses and cows, and for purchase of milk, four thousand five handred \$4500) dollars. Item 58. Seeds, manure, and farming utensils, four hundred (\$400) dollars. Hem 59, Purchase of horses, cows. wagon, etc., fifteen hundred (\$1500) dollars. Item 60. Iron and blacksmith work, four hundred

Item 61 Salaries of farmer and gardener, one thousand seven hundred and fifty (\$1750) dollars.

Item 62. Wages on pay-roll, chargeable to farm and garden, two bundred and fity (\$250) dollars. Item 63 Steam pipes, fittings, and masonry for Hospital, Out-wards, In-ane Department, and Chit-dren's As lnm, ten thousand (\$10,000) dollars Item 64. Incidental expenses, three hundred and OUIDOOR EXPENSES.

Item 65 Salaries of Secretary. On door Agen'. Messenger, Wagon Driver, and Visitor of Children, three thousand seven hundred (\$3700) dollars. Hem 66. Travelling expenses of House A cont, and apport of non-residents, two hundred and fifty Item 67. Tax and ground rent of city office, two hundred (8200, dollars. Item 68. Repairs to city office, gas, water rent and incidental office expenses, three hundred (83.0)

dollars.

1tem 69. Expenses of support and bastardy cases, ten thousand (\$10,000) dollars.

Item 70. Cost of serving processes and removal of non-residents, nine hundred (\$900) dollars.

Item 71. Cupping, leeching, and burist cases, five hundred (\$500) dollars.

Item 72 Rent of Visitor's office, twelve hundred (81200) dellars. Item 78. Sa aries of Outdoor Visitor*, six thousand Item 73. Sa aries of Outdoor Visitors, six thousand four hundred (86400) dollars.

Item 74. Salaries of Outdoor Physicians and Apothecaries, three thousand nine hundred and twenty (8220) dollars.

Item 75. Maintaining and educating three deaf mutes in the Deaf and Dumo Asyrum in the city, seven hundred and twenty (8720) dollars.

seven hundred and twenty (8720) dollars Item 76. Support of twelve feetle minded children at the Pennsylvania Training School at Media, in accordance with an ordinance approved December 31, 1862, two thousand four hundred (\$2400) doilars: Provided, That the Guardians be requested not to fall any vacancies that may occur by reason of the death or removal of any of the recipients of this

charity, Item 77. Stationery, printing, and advertising, iwo thousand (\$2000) dollars. Item 78. Railroad takets for Guardians and Medical Board, t ree hundred (\$200) dollars.

Item 79 Provisions for smallpox patients, one hundred (\$100) dollars.

Item 80. Incidental expenses, two hundred (\$200) dollars.

FOR RELIEF OF OUTDOOR POOR.

Item 81. First Poor District, seven (housand (\$7000) dollars.

(\$7000) dellars.

Item 83, Third Poor District, eight thousand five hundred (\$5000) dellars.

Item 84. Fourth Poor District, seven thousand five hundred (\$7500) dellars.

Item 85. Fifth Poor District, five thousand three hundred (\$5000) dellars.

Item 86, sinch Poor District, six thousand (\$6000) dellars.

liom 87, Seventh Poor District, seven thousand (\$7000) dollars
Item 88, Kighth Poor District, four thousand five hundred (\$4500) dollars.
Item 89, Kinth Poor District, three thousand (\$3000) dollars. Irem 90. Tenth Poor District, two thousand (\$2000) dollars,

Item 91. Eleventh Poor District, two thousand
four hundred (\$2400) dollars.

Item 92. For reconstruction of sewerage, privies,
and drainage, ten thousand (\$10,000) dollars.

And warrants shall be drawn by the Guardians of the Poor in accordance with existing
ordunates.

WILLIAM S. STOKLEY,

Attest—
John Eckstein,
Clerk of Common Council.

JAMES LYND,
President of Select Council.

Approved this thirteenth day of January, AnnoDomini one thousand eight hundred and sixty-six
(A. D. 1866).

MOREON MOMICHAEL

MORTON MOMICHAEL, 1 15 1t

RESOLUTION
Approving the Suretles of Certain District Surveyors Elect.
Resolved, By the Select and Common Councils of Resolved, By the Select and Common Councils of the City of Philadelphia, that John Porter and Edward Lafferty, sureties of Phomas Daily, Surveyor or the First District; Edwin A. Merrick and John Loutey, sureties of Charles S. Close, Surveyor of the Second District; John H. Jones and Robert Law, survies of D. H. Shedaker, Surveyor of the Third District; Hiram Milier and Henry Shuster, sureties of Edward D. Roberts, Surve or of the Fourth District; James Martin and John Sloan, sureties of John Wolf, Surveyor of the Fifth District; Peter M. Hendel and Benjamin J. Ritter, surcties of James P. Davis, surveyor of the Sixth District; Amos Ellis and Henry Haines, sureties of William Albertson, Surveyor of the Seventh District; S. S. Kelly and Charles E. Graeff, sureties of J. H. Levering, Surveyor of the Eighth District; John Stallman and James Miller, sureties of Jesse Lightfoot, Surveyor of the Ninth District; Robert W. Shallcross and Peter Castor, sureties of Isaac Shallcross, Surveyor of the Tenth District; S. L. Smedley and Augustus C. Jo es, sureties of James Miller, Surveyor of the Twelfth District, be and the same are hereby approved, and that the City Solicitor be directed to prepare the necessary bonds for said parties to execute.

WILLIAM S. STOKLEY, President of Common Council.

WILLIAM S STOKLEY.

JOHN ECKSTEIN, Approved this thirteenth day of January, Anno Domini one thousand eight hundred and sixty-six (A. D.41866). Clerk of Common Council MORION MCMICHAEL,

A NORDINANCE To Make an Appropriation to the Trustees of the City Ice Boat for the year 1866. Section 1. The Select and Common Councils of the City of Philadelphia do ordain, That the sum of seventeen thousand three hundred a d fifty (\$17,850) collars be and the same is hereby appropriated to the Trustees of the City Ice Boat, to derray the fol

lowing expenses viz.:

Jom 1. For repairs to and equipment of boat and machinery, three thousand (\$3000) dollars.

Item 2. For fuel, seven thousand five hundred (\$3000) dollars. \$7500) dollars. Item 3 For wages, five thousand (\$500) dollars Item 4. For provisions, one thousand two hundred and fifty \$1250) dollars

Item 5. For insurance, wharfage, stationery, and neidentals, six hundred (\$500) dollars: Provided. That all the fuel provisions, and other supplies shall e obtained by advertisement to crefor; the contracts o be given to the lowest bidder.

The warrants to be drawn by the Trustees of the City Ice Boat, .

WILLIAM S. STOKLEY, President or Common Council. ASSISTANT CIEFR OF COMMON COUNCIL.

JAMES LYND,

President of Select Council.

Approved this thirteenth day of January, Anno
Domini one thousand eight hundred and sixty-six
(A. D. 1868). ABRAHAM STEWART,

MORTON MCMICHAEL.

MEDICAL.

FLECTRICAL DISCOVERIES

GLORIOUS RESULTS.

DR. M. J. GALLOWAY. Flectrical Physician, formerly the partner of PROFESSOR C. H BOL Es. after an absence of a year and a half from the city, during which time he has been engaged with PROFESSOR BOLLES, his father-in-law, in investigating more raily the subline subject of Electricity as the GREAT CUBATIVE AGENT, has resumed his successful practice at No. 142 South EIGHTH Street, where he is curing, with unparalleled success the worst forms of acute and chronic diseases In our many scientific experiments with the electric Galvanic, Electro-Magnetic, and pure Magnetic Currents, and their numerous modifications on the bodies of various animals for the surpose of ascertaining with minute accuracy the direc and indirect influence of each on the organization we have demonstrated that Electricity is the vi al element-that it can be directed to any organ or part of the body, and even after the vital functions seem paralyzed, possess the power of arousing the dormant energies qualizing the circulation, and restoring the system to a elf-sustaining healthy condition.

The most satisfactory results tollow our treatment. In ome instances the disease of years' standing yields readily at the first touch of the electric element, while n others it requires a more protracted treatment.

One very important feature of our treatment is that no time is lost in experimenting with disease. By means of an electrical test, an accurate diagnosis is given at once, determining the locality and character of the disease, and indicating the treatment to be pursued. DR. P. SHEDD, OF NEW YORK CITY, a scientific

gentleman of ability, is associated with Dr. Galloway in the practice. Dr. Shedd was a student of Professor C. H. Bolles, with many other eminent medical men in the city of Rochester. N. Y., about ten years ago, and after that a partner in the city of Buffalo, and since that time has given his whole attention to the curing of disease by Electricity in its various forms and modifications, in accordance with the great and sublime doctrines of Professor Bolies. who has brought his discovery into public favor in all the principal cities of America, among medical men and dectricians. The skill and experience, therefore, of Dr. M. J. Galloway and P. Shedd, M. D., commend them to the confidence of the public and afflicted.

Mrs. C. H. BOLLES, the oldest and most successful emale Electrician in the country, has charge of the Female Department. Our treatment is eminently successful in all FEMALE

DISEASES. N. B .- Professor BOLLES, my tather-in law, has no successor in this city, although we find lengthy adverisements in the public press of this city during the past year from an individual who has had the audacity to style himself "successon to Profess R Bolles." The same individual publishes a long list of patients as

oference, giving the public to understand that they were cured by him, when in fact every one of them was treated by Professor Boiles and myself-with many thousand others. Many of the parties he refers to as having been treated by him, HR IN PACT, HAS NEVERSEEN, All such misrepresentations are calculated to deceive the public, especially the afflicted portion. Those given up as in curable are mvited to call.

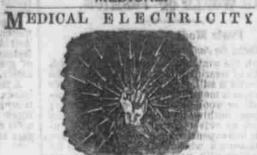
CONSULTATION FREE

An interesting pamphlet mailed by addressing

DRS. GALLOWAY & SHEDD, No. 142 South EIGHTH Street,

PHILADELPHIA

MEDICAL.



WONDERFUL SCIENTIFIC DISCOVERY DR. S. W. BECKWITH'S ELECTRICAL INSTITUTE No. 1220 WALNUT Street,

For the Treatment of Acute and Chronic Diseases.

Bisectrical investigation has proved that the human bedy acts on the principle of the galvanic battery. The brain, mucous and serous membranes, the skin, theates, and fluids constitute the negative and positive forces. Every action, whether mental or physical, is the result of these antagonistic forces. Digestion, respiration, circulation, secretion, and excretion are due solely to Electrical influence. There is a polar action established throughout the nervous system which connects with every part of the body, estamphing and preserving a proper balance of the a) stem which connects with every part of the body estambling and preserving a proper balance of the electrical element, which constitutes healin, and a distortance of which causes disease. There are strictly but two conditions of disease—one or inflammation, or positive; the other weak, debutated negative; and as Electricity contains these two conditions in the action of the positive and negative currents all we have to do is to neutralize the disease and restore proper healthy action.

We do not wish to convey the impression that we cure all guesases in all conditions. We cannot care

cure all ciseases in all conditions. We cannot cure consumption after the lungs are all destroyed; yet we do assert, and are prepared to pract cally demon-strate, that hundreds of eases of almost every form of chronic diseases, pronounced incurable, by the be medical practitioners of the country have been radmedical practitioners of the country have been radically currently some of them in an incredibly short time, by our Electrical treatment. Its great superiority over other practice in the cure of disease is a so attested in the fact that, within the past five years, over fourteen thousand patients have been treated at this office, suffering from almost every form and condition of disease common to humanity, and in nearly all cases a benefit or perfect cure has been effected. Palsy, deafness, o'meness, rheumatism, dysjeusia, cancer, and all the old knotty diseases that are a physician's curse, as it proves his inability to eradicate, are by our scientific method comparatively easy of cure. Specimens of tumors of large growth extracted by means of electricity alone, without pain, without the use of the knife, ligatures, or any other means, may be seen at our office by those interested. Therefore, with these pacts to prove our theory and treatment of disease, we are witing to nudertake any or the following diseases, with every hope and prospect of specess with yeary many others not here enumerated:—

stages.
4. Fibrous and Muscular System - Rheumatism. Gent, Lumbago, Stiff Neck, Spinat Curvature, Hip Diseases, Cancers, Tumors,
5. Urinary and Genital Organs.—Gravel, Diabetes
and Kidney Complaints, Impotence and Seminal

Weakness. The latter complaints never fail to yield rapidly to this treatment
6. Diseases Peculiar to Females.—Uterus Complains, involving a mal-position, as Prolapsus, Antroversion, Retroversion, Inflammation, Ulceration, and various other affections of the Womb and Ovarious other affections of the Womb and Ovarious Proposed Man. ries, Painful, Suppressed, Scanty, or Profuse Men-

Struction, Leucorrhona.

TO LADIES we can recommend this treatment as one of UNVARIED SUCCESS. A most innumerable cases have come under treatment at our office who can testify to this met. Mrs. BECK WITH has entire charge of the Lacies' Department, and all delicacy will be used towards those who entrust themselves to her care. In female diseases as men-tioned in the above list, with others not mentioned. she has had a large experience, and can confidently promise the most gratifying results.

TOTHE AFFLICTED — The treatment is fulld and

gentle, producing no shock or unpleasant sensation whatever. Our professional intercourse with the afflicted will ever be characterized by perfect candor and honesty, and those whose complaints are incura ble, or do not admit of amelioration, will be frankly told so and not accepted for treatment. It maters not what may be your complaint, or how long you may have suffered, or how much, or what course of treatment you may have been subjected to, or what treatment you may have been subjected to, or what disappointments you may have experienced, if the system is not worn out—is sufficient vitality remains for reaction—there is a fair prospect of recovery. REFERENCES.—The diseased and all inferested are referred to the following named gentlemen, who

have been treated and witnessed our treatment on others at No. 1220 WALNUT Street:—

A. J. Pleasonton, Brigader-General, No. 915 Sprüce street; A. Pleasonton, Brigader-General, No. 96 Sprüce street; A. Pleasonton, Brigader-teeneral, St. Louis, Missouri; Jac.b Vandegrift, Odessa, Delaware; R. A. Semple, thread manufacturer, Mount Holly, New Jersey; W. B. Smith, fronfounder, No. 1022 Hanover street, Paulade phia; George Douglass Local Express Combany, I hila-delphia; J. W. Bradley, publisher, No. 66 N. Fourth street; Robert Work, No. 51 N. Third street; Colonel T. N. Sweeney, assessor, Second District of Phila-delphia, Walnut and Eighth streets; George O. Evans, No 418 Arch street, below Fich; William Pelouse, type founder, Third and Chesnut streets; Ed. McLane, manufacturer of cotton goods, with

very many others.

Physicians or students desiring to have instruction in the correct application of Electricity for the cure of disease can apply at the Office. Consultation free. Descriptive circulars of cures effected, with numerous references, can be had by application at the Office.

All letters addressed to DR. S. W. BECKWITH, 1 lsmw No. 1220 WALNUT Street, Phila.

LIFE, GROWTH AND BEAUTY.

Mrs. S. A. Allen's World's hair Restorer and Dressing invigorate, strengthen and lengthen the hair. They act directly upon the roots of the hair, supplying required nourishment, and natural color and beauty returns. Grey hair disappears, bald spots are covered, hair stops falling, and luxuriant growth is the result. Ladies and Children will appreciate the delightful fragrance and rich. glossy appearance imparted to the hair, and no fear of soiling the skin, scalp, or most elegant head-dress.

Sold by all Druggists. Depot 198 & 200 Greenwich St. N. Y.

C. PERKINS. LUMBER MERCHANT, Successor to R. Clark, Jr., No. 324 CHRISTIAN STREET. Constantly on hand a large and varied assortment

of Building Lumber.

Truss Establishment. No. 1347 CHESNUT street, near Broad—This Truss, unlike all others. cures Ruptures frees the cord from all others. cures Ruptures frees the cord from all never rust, break, chare, or become fifthy; fitted to form, requiring no strap; used in bathing; always good as new Support ers. Elastic Stockings. Shoulder Braces. Suspensories, etc., of improved styles. Lady attendant. Calland examine, or send for pamphilet.

RAILROAD LINES.

FOR NEW YORK, THE CAMDEN AND Company's lines FROM PHILADELPHIA TO NEW YORK and way places, from Walnut street what, will leave as At 5 A. M., Via Camden and Amboy Accommoda-Express.
The 6-45 P. M. Line will run dally. All others Sundays The 5-45 P. M. Line with Rule 20, 5 and 6-45 P. M., and At 7-30 and H-15 A. M., 3, 3-30, 4-30, 5 and 6-45 P. M., and B. Midnight, for Bristel Trenton, etc.
At 7.A. M., 16-50, 3, 5 and 6 P. M. for Cornwells Torrisdale, Homesburg, Tayony Wissinoming Bridosburg and Frankford, and at 8 P. M. for Holmesburg and intermediate stations

DELVIDEEE DELAWARE RAILBOAD.

dale, Homesburg Tarony Wissingmine Bridesburg and Frankord, and at 8 P. M. for Homesburg and intermediate stations

BELVIDERE DELAWARE RAILROAD,
For the Delaware River Valley Northern Pennsylvania, and Naw York State and the Great Lakes
Two through trains daily (Sundays excepted) from Renaugion bepot as follows:—
At 720 A. M. and 230 P. M. for Niagara, Falis Buffalo, Dunkirk, Canendalgua, Eimlra, Rhaca, Owege, Rochester, Binghamton, sawege Syracuse, Great Bend, Montrose Wilkesbarre, Scranton, Stroudsburg, Water Gap, Ee videre, Paston Lumbertville Flemington, etc. The 230 P. M. Line connects direct with the Train eaving Easton for Mauch Chunk, Allentown, Bethlehem, etc.
At 5 P. M. for Lembertville and intermediate Stations. For New York, and Way Lines leaving Kensington Depot, take the cars on Fifth street above Wainut half an bour before departure. The cars run into the Depot, and on arrival of each Train, run from the Depot, On Sundays omnibuses will leave Wainut street wharf at 6 P. M. to connect with 6 45 P. M. line.
Fifty Founds of Bagrage only allowed each Passenger, Passen, era are prohibited from taking anything as has gage but their wearing appared. All baggage over fifty pounds to be paid for extra. The Company limit their restonsibility for beggave to One Dollar per pound, and will not be liable for any amount beyond \$100, except by special contract.

Tickets sold and baggage checked direct through to

pecial contract.
Tickets sold and baggage checked direct through to Boston.
Graham's Bagrage Express will call for and deliver baggage at the Depots. Orders to be let' at 3 Walnut at LINES FROM NEW YORK FOR PHILADELPHIA.

Will leave from foot of Cordand street
At 12 M and 4 F. M., via Jersey City and Camden.

At 7 and 10 and 11 A. M., 6 P. M. and 12 Night, via Jersey City and Camden.

sey city and Kensington. From Pier No. 1 North river, at 6 A. M. and 2 P. M., via Amboy and Camden.
At 12 M. 3 and 6 P. N. (Freight and Passenger) 4 via Amboy and Camden.
WILLIAM H. GATZMER, Agent.
January 15, 1866.

PENNSYLVANIA CENTRAL BAILROAD WINFER ARRANGEMENT.

The trains of the Pennsylvania Central Railroad leave the New Depot, at THIRTIET if and MARRET Streets. The cars of the Market Street Passenger Railway run to and from this Depot They leave From street every two minutes, commencing one bour previous to the time of departure of each Train, and allow about 30 minutes for a trip. Their cars are in waiting on the arrival of each Train, and connections are unade with all roads creasing Market street.

On Sonda, se-Cars leave Kieven h and Market streets at 6-45 P. M. to connect with Firesburg and Eric Mail, and at 19 25 P. M. with Philadelonis Express.

Mann's Baggage Express is occased a. No.31 S. Eleventh street. Farties desiring Baggage taken to the trains can have it done at reasonable late, upon apprication to him. have it done at reasonable tate upon application to him TRAINS LEAVE AND ARRIVE AT DEPOY. THUS:-

For further information as to time and connections

For future information as to the and connections, see bills and framed cards, or apply to
THOMAS H. PARKE Ticket Agent at the Depot.
Ah Emigrant frain runs dal y (except Sunday). For fall information as to fare and seconomodation, apply to
FRANCIS FUNK No. 137 Dock Street

COAL

COAL! COAL!!

BEST QUALITIES OF COAL

AT LOWEST MARKET RATES.

ALTER'S

YARD. NINTH STREET

BELOW GIRARD AVENUE. BRANCH OFFICE COR EX OF SIXTH AND

SPRING GARDEN STREETS.

JAMES O'BRIEN. DEALER IN LEHIGH AND SCHUYLKILL

COAL, BY THE CARGO OR SINGLE TON.

Yard, Broad Street, below Fitzwater. Has constantly on hand a competent supply of the above superior Coal, suitable for family use, to which he calls the attention of his friends and the Public generally
Orders left at No. 205 S. Fi 'h street, No. 32 S
Seventesuth street, or through Despatch or Post
Office, promptly attended to
A SUPERIOR QUALITY OF BLACKSMITHS
COAL

DENTISTRY.

YSAIAH PRICE, DENTIST, GRADUATE OF Philadelphia College of Dental Surgery, class 1853-4 formerly of West Chester, Pa., having served three year in the Army, has resumed the practice of his profession at No. 241 N. ELEVENTH Street. Philadelphia, when he will endeavor to give satisfactory attention to all who may require his professional services.

[H 8 ly]

BROWN & MAGEE MANUFACTURERS OF TRUNKS.

VALISES BAGS, RETICULES. And all styles of goods sultable for

Travellers and Excursionists. A large stock of MOROCCO TRAVELLING BAGS

AND RETICULES. FOR GENTS AND LADIES. Of our own Manufacture, suitable for HOLIDAY PRESENTS. No. 708 CHESNUT STREET.

RAILROAD LINES. PHILADELPHIA, WILMINGTON, AND BALL
TIMORE RAILROAD.
TIME TABLE.—Commencing MONDAY, January 8
1866.—I rams will have Depot, corner of REGAD street
and WASHINGTON Avenue. as follows:—
Express Train at 4 95 A. M. (Menda) s excepted), for
Bablimore and Washington, slopping at Wilmington,
Perryval e. Havre-de-Grace Aberleen, Ferryman's,
Basholia and Stemmer's Enn
De aware Religion at 815 A. M. (Sendam)

De aware R-i road Train at 8:15 A. M. (Sunday ox-cep ed., for Salisbury, Miford, and intermediate Stations. Way Mail Train at 9 16 A. M. (Sundays excepted), for Way Mail Traili at 9 16 A. M. (Sundays excepted), for Battimore supports at Chester, Thurlow Linwood, Claymout, and all regular stations between Winnington and Battimore.

Express Train at 2 45 P. M. (Sundays excepted), for Pattimore and Washington, stopping at Chester Claymont, Wilmington, Aewark Ekton, North-east, Perryville, Havre us Grace, Aberdeun, Perr, man's, Magnolia and Stemmer's Run.

Night Express at 11 15 P. M. for Baltimore and Washington, stopping at Chester thurlow, Linwood, Chymont Wilmington, Newark, Elkon, North East, Perryville and Havre de-Grace.

Passenders by heat from Baltimore for Fartress Monree, borfolk, thy Point and Richmond will take the 9 15 A. M. Train.

As an additional accommodation for those holding Through Lickets for Baltimore, Washington and Southern pombs, a Special Car will leave the Philade phia Depot at 11 36 A. S., connecting at Gray's Farry with the Morning Expressivant from New York,

WILMI-GTON ACCOM stop ATION TRAINS.

Stopping at all Statious between Philadelphia and Wilmington.

Leave Philadelphia at 8 15 and 11 15 A. M., and 3 39,

Stopping at all Stations between Philadelphia and Wilmington.

Leave Philadelphia at 8 15 and 11 15 A. M., and 3 32, 5 00, and 7 00 P. M. The 2 33 P. M. train connects with Delaware Railroad for Milrord and intermediate stations. Leave Wilmington at 7 91, 8 15, and 8 35 A. M., and 3 00 and 5 00 P. M.

Trains for New Castle leave Philadelphia at 5 15 A. M., 3 30 and 5 00 P. M.

HROUGH TRAINS FROM BALTIMORE

Leave Wilmington at 1, 00 M. and 4 20 and 5 35 P. M.

(HES KEH FOR PHIL. DELPHIA.

Leave Chester at 8 01, 8 58, and 19 14 A. M., and 12 35, 5 43, 5 0 1, 5 44 and 19 29 P. M.

ELOVE BALTIMORE TO PHILADELPHIA.

Leave Railimore 8 25 A. M. Way Mailt; 1 10 P. M., Express: 10 33 1 M. Express: 9 29 P. M. Express. An Accommodation Train for Havre-de-Grace and intermediate stations will leave Entimore at 4 10 P. M.

Leave Chester at 9 5 2. M. 5 23 and 18 30 P. M.

Leave Chester at 9 5 2. M. 5 25 and 18 30 P. M.

Leave Wilminston at 12 27, 5 13, and 4 0 33 A. M., and

4 P. M. SUNDAY TRAINS.
Express Train at 405 A. M. or Baltimore and Washington, stopping at Wilmington, Perry v. (c. Havrs-deGrace, Aberdeen, Perryman's, Magno ia, and Stemmer's

Run.

Night Express II 15 P. M., for Baltimore and Washington, stopping at Chester Thur ow Linwood, Claymout, Wilmington, Newark Elkton, Northeast, Perryville, and Havre-de-Grace.

A special train will leave Philadelphia for Wilmington for intermediate stations at 9 P. M.

Leave Baltimore at 9 5 P. M., stopping at Havre-do-Grace, Perryville, and Wilmington. Also stops at Elkton and Newark (to take passengers or Philadelphia and leave passengers from Washington or Baltimore) and Chester to leave passengers from Baltimore or Washington. ington.

A special tenin will leave Wilmington for Phi adelphia and intermediate stations at 6 30 P M Freight train, with passenger car attached, will leave Wilmington for Perryville and intermediate s attons a 104 P. M.

H. F. KENNEY, Superintendent.

NORTH PENNSYLVANIA RAILROAD.—
Depot HHED Street above Thompson.
For BETHLEHEM, DOYLISTOWN, MAUGE CHUNK EASTON, WILLIAMSPORT, and WILKES BAHRE.
At 730 A. M. (Express), for Bethlehem Allentown,
Mauch Chunk, Hazieton, Willamsport and Wilker

Mauch Chunk, Hazleron, Willamsport and Wilkerbarro,
A. 2-30 P. M. (Express). for Bethlehem Easton, etc.,
reaching Easton at 6-45 P. M.

A. 5-15 P. M., for Bethlehem, Allentown, Mauch
Chunk, Danville and Williamsport
For Dovlestown at 8-35 A. M., 2-30 and 4-15 P. M.
For Fort Washington at 10 A. M. and 11 P. M.
For Lansdale at 5-15 P. M.
White cars of the Second and Third Streets Line City
Passenger Cars run direct to the depot
TRAINS FOR PHILADELPRIA,
Leave Bethlehem at 6-25 A. M. and 10 02 A. M., and
6-15 P. M.
Leave Dov estown at 6-30 A. M., 3-15 and 6-30 P. M. Leave Bethlehem at 6.25 A. M. and 10 W. A. M., and 15 P. M., Leave Doy estown at 6.36 s. M., 3.15 and 5.36 P. M. Leave Landale at 6.10 A. M. Leave Landale at 6.10 A. M. Leave Fort Washington a 19.5 A. M., and 2.15 P. M. Doylestown for Betalehem at B. A. M. Philadelphia for Betalehem at R. M. Doylestown for Philadelphia at 7.20 A. M. Bethlehem for Philadelphia at 4 P. M. Through Tickets must be procured at the tieres offices. THIRD Street or BERKS Street.

THIRD Street or BERKS Street.

The CLARK Agent

REIGHT LINES FOR NEW YORK AND
althe Stations on the CAMDEN and AMBOY and
connecting Earlroads Increased despatch.
THE CAM'TEN AND AMBOY EARLROAD AND
TRANSPOR ATTON COMPANY FREIGHT LIVES
to York will leave WALNUT Street Wharf at 5
o'clock P.M., dang (Sundays excepted).
Freight must be delivered before 15 P.M., to be forwarded the sane day. Returning, the above hous will
leave New York at 12 noon, and 4 and 8 P.M.
Freight for Tenton. Princeton, Kingston New Bruns
wick and all points on the Camden and Amboy Railroad; also, on the lie videre Delaware and Flemington; the New Agray, the Freehold and Jamesburg, and
the Burlington and Mount Holly Rail roads, received and
torwarded up to 1 P. M.
The Belviders Delaware Railroad, and at Manunkack unk with all points on tre Delaware Lackawanna,
and Western Railroad, forwarding to Syrasuse, Buffalo,
and o ber points in vestern New York.
The New Jersey Central Railroad, and at Newark with
the New Jersey Central Railroad, and at Newark with
the Morris and Essex Railroad
A slip meanoranium, specifying the marks and numbers shippers and consignes, must in every instance. the Morris and Essex Rairroad
A slip meanorandum, specifying the marks and numbers shippers and consignees must in every instance, be sent with each load of goods or no recent will be given. Increased facilities have been made for the given. Increased facilities have been made for the transportation of Live Stock. Drovers a c invited to try the route. When stock is furnished in quantities of two car-loads or more, it will be delivered at the foot of Fortieth street near the Drove Yard, or at Fier No. 1 both river as the slippers may designate at the time of shipment. For terms, or other information, apply to WALT: R FREE A A Freight Agent.

11 No. 226 b. Di La WARE Avenue Philadeiphia.

DHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD, On and a ter WEDNESDAY, November 1st 1865, until

On and a ter WEDNESDAY, November 1st 1865, until

Further Notice.

FOR GERMANTOWN

Leave Philadelphia 6, 7 8, 7, 16 11, 12 A, M., 1 2, 2 16,
33, 4, 5 5%, 6, 7, 8 9, 10, 11, 2 P M.

Leave Germantown 6, 7, 78, 8, 8 20, 9, 10, 11, 12 A, M.,
1, 2, 3, 4, 43, 6, 64, 7, 8, 9, 16, 11 P M.

The 8 25 nown train, and 3% and 5% un trains will not stop on the Germantown Resent.

Leave Philadelphia 9, 10 A, M., 1, 7, 103, P, M.

Leave Philadelphia 9, 10 A, M., 2, 7, 103, P, M.

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

Leave Philadelphia 9, 10 42 A, M., 2, 3, 3%, 5M, 7, 9, and 11 P, M.

Leave Chesnut Hill 7, 10 minutes, 8, 9, 40, 11, 40, A, M.,
40, 3, 40, 5, 40, 8, 40, and 16, 40 minutes P, M.

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

Leave Philadelphia 6, 8, 35 minutes, A, M., 2, and 7 P, M.

Leave Philadelphia 6, 8, 35 minutes, 11, 40, 5, 40, and
9, 25 minutes, P, M.

Leave Philadelphia 6, 8, 35 minutes, 11, 40, 5, 40, and
15, 40, 8, 8, 8, 8, minutes, and 11, P, M.

Leave Nortstown 5%, 7, 7, 50, 9, 11, A, M., 18, 48, 6, and
16, P, M.

The 55 P, M. train will stop at School Lane Wissa
blockers. 8 P. M. train will stop at School Lane Wissa-hickon Manayunk, Spring Mill, and Conshohocken only.

Leave Phi acelphia 9 A. M., 2%, and 7 P. M.
Leave Philacelphia 9 A. M., 2%, and 7 P. M.
Leave Philacelphia 6 R 25 minutes, 1: 05 A. M., 1%, 3, 4%, 5%, 6%, 8%, and 11% P. M.
Leave Sanayunk 6%, 7%, 820, 0%, 11%, A. M., 2, 5, 6%, 8% P. M.

ON SUNDAYS

P. M.

ON SUNDAYS.

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

Leave Manayunk 7% A. M. 5%, and 8 P. M.

W. S. WIL-ON, General Superintendent,

Depot NINTH and GREEN Streets

V EST JERSEY RAILROAD LINES.—
From toot of MARKET Street (Upper Ferry).
Dally, except Sundays
FALL AND WINTER ARRANGEMENT.
Commencing WEDNESDAY. November 15, 1866.
For Bridgeton, Salem, and all Stations on West Jersey and Salem Railroads, at 9 A. M. and 3 30 P. M.
Fo. Millyille and all intermediate Stations, at 9 A. M., and 3 1. M.
For Cape May and intermediate Stations at 9 A. M., to Millyille contecting with Freight Train Passenger Car Minville consecting with Freight Train Passenger Car attacked for ape May, due 3-45 P. M., and 3 P. M., through l'assenger oue 8 P. M.

For Glassboro and Intermediate Stations, at 9 A. M., Sud 3-30 P. M.

For Weedbury, Gloucester, etc., at 9 A. M., 3, 3-30 and 5-30 P. M.

and 5:50 P. M.

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

J VAN UFNSSELAER, Superintendent.

THE WEST JERSEY EXPRESS 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 Wainfit street.

9 16 9m A Special Messenger accompanies each through train.
Office No 5 Wainiff street 916 9m

1865 — PHILADELPHIA AND ERIE RAILROAD.

This great line traverses the Northern and Northwest counties of Pennsylvania to the city of Eric, on Lake Eric. It has been leased and it is operated by the Pennsylvania Railroad Company.

Time Of Panselnois RTKAINS AT PHILADELPHIA.

Arrive Eastwaid—Frie Mail Train, 720 P. M.

Eric Express Train, 110 P. M.

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

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

New YORK CONNECTION.

Leave Eric at 175 P. M., arrive at New York 15 P. M., No chauge of cars between Frie and New York.

Flegant Sleeping Cars on all Night Trains.

For information respecting passenger business, apply at THIRTIETH and MarkET Streets, Philadelphia.

And forf treight business of the Company's Lagents—R. R. Kingston Jr., corner Thirtiets—"A and MarkET Streets, Philadelphia.

R. R. Kingston Jr., corner Thirtiets—"A and MarkET Streets, Philadelphia.

H. H. HOUS' ON, General Freight Agent, Philadelphia.

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

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

H. W. GWINNER, General Superintendent.