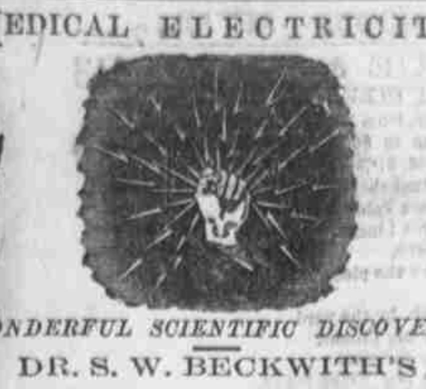
MEDICAL.

EDICAL ELECTRICITY.



NDERFUL SCIENTIFIC DISCOVERY

DR. S. W. BECKWITH'S

LECTRICAL INSTITUTE

No. 1220 WALNUT Street,

ectricity in all its Various Forms Administered for the Cure of Chronic Diseases.

Within the past five years, *thousands* of patients e been treated at this office, suffering from almost ry form and condition of disease common to manity, and in nearly all cases a benefit or perfect e has been effected. Palsy, deafness, blindness, umatism, dyspepsia, cancer, and all the old knotty eases that are a physician's curse, as it proves inability to eradicate, are by our method comatively easy of cure. Specimens of tumors of e growth extracted by means of Electricity ne, without pain, without the use of the knife, atures, or any other means, may be seen at our ce by those interested. We are willing to undere any of the following diseases, with every hope d prospect of success, with very many others not re enumerated:—

. *Diseases of the Brain and Nervous System.*—ilepsy, Chorea or St. Vitus' Dance, Paralysis emiplegia), Neuralgia, Hysteria, Nervousness, lpitation of the Heart, Lockjaw, etc.

. *Organs and Tissues connected with the Digestive System*—Sore Throat, Dyspepsia, Diarrhœa, senteny, Obstinate Constipation, Hæmorrhoides Piles, Bilious Flatulent, and Painter's Colic, and affections of the Liver and Spleen.

. *Respiratory Organs.*—Catarrh, Cough, Influza, Asthma (when not caused by organic disease the heart), Bronchitis, Pleurisy, Pleurodynia or eumatism of the Chest, Consumption in the early ges.

. *Fibrous and Muscular System.*—Rheumatism, ut, Lumbago, Stiff Neck, Spinal Curvature, Hip seases, Cancers, Tumors.

. *Urinary and Genital Organs.*—Gravel, Diabetes, d Kidney Complaints, Impotence and Seminal eakness. The latter complaints never fail to yield pidly to this treatment.

. *Diseases Peculiar to Females.*—Uterus Comaints, involving a mal-position, as Prolapsus, Anversion, Retroversion, Inflammation, Ulceration, d various other affections of the Womb and Ovas, Painful, Suppressed, Scanty, or Profuse Menuation, Leucorrhœa.

TO LADIES we can recommend this treatment as e of UNVARIED SUCCESS. Almost innumeble cases have come under treatment at our office ho can testify to this fact. Mrs. BECKWITH has tire charge of the Ladies' Department.

REFERENCES.—The diseased and all interested e referred to the following named gentlemen, who ve been treated and witnessed our treatment on hers at No. 1220 WALNUT Street:—

A. J. Pleasonton, Brigadier-General, No. 916 ruce street; A. Pleasonton, Brigadier-General, St. ouis, Missouri; Jacob Vandegrift, Odessa, Delaare; R. A. Semple, thread manufacturer, ount Holly, New Jersey; W. B. Smith, ironunder, No. 1022 Hanover street, Philadelphia; eorge Douglass Local Express Company, Philalphia; J. W. Bradley, publisher, No. 66 N. Fourth eet; Robert Work No. 51 N Third street; Colonel N. Sweeney, assessor, Second District of Philalphia, Walnut and Eighth streets; George O. ans, No 418 Arch street, below Fifth; William louse, type founder, Third and Chesnut streets; . McLane, manufacturer of cotton goods, with ry many others.

Physicians or students desiring to have instruction the correct application of Electricity for the cure disease can apply at the Office.

Consultation free. Descriptive circulars of cures fected, with numerous references, can be had by plication at the Office.

All letters addressed to

DR. S. W. BECKWITH,

1 20smw No. 1220 WALNUT Street, Phila.

DEAFNESS, BLINDNESS, AND CATARRH.—J. ISAACS, M. D., Professor of the Eye and Ear eats all diseases appertaining to the above members ith the utmost success. Testimonials from the most liable sources in the city can be seen at his office, No. 19 PINE Street. The Medical Faculty are invited to ccompany their patients, as he has no secrets in his actice. 10 2

SHIPPING.

HIGHLY IMPORTANT NOTICE.

HE SEABOARD AND ROANOKE RAILROAD OPEN.

CHANGE OF HOUR.

On and after Monday next (8th of January) the eamers of the OLD BAY LINE will leave BALTIMORE r FORTRESS MONROE and NORFOLK at 5½ o'clock M.

We now offer to the public, by this route, unsurpassed ccommodations, in having two such steamers as the HOMAS KELSO and ADELAIDE.

Passengers leaving Baltimore at 5½ o'clock P. M. will rive at Norfolk in time to connect with the James iver steamers for CITY POINT and RICHMOND.

The Seaboard and Roanoke Railroad being now open, his is the only line by which connections can be made ith it at Portsmouth for Suffolk, Blackwater, Edenton lymouth, Weldon, Raleigh, Goldsboro, Newbern, Wilmington, and all points on the great Southern route.

Passengers going to any point south of Norfolk will nd this to be the most *expeditious* and the *cheapest* oute.

Fare from Philadelphia to Fortress Monroe........$7 75
" " Norfolk.................. 7 75
" " City Point...............10 25
" " Richmond.................10 25

Through tickets from Baltimore to Weldon, N. C., $12 only.

Through Tickets can be obtained at all the depots of he principal Northern, Eastern, and Western cities, nd Washington City, D. C.

Be particular to procure tickets by the old-established AY LINE!

State Rooms and Meals extra.

The State Room accommodations are unsurpassed nd the table well supplied.

Passengers taking the 8 A. M. train from New York ave ample time to dine in Baltimore.

Passengers leaving Philadelphia at 9·15 or 11·30 A. M. ill connect with this line at Baltimore.

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Passengers and their baggage transported free betwee ailroad depots and steamers.

M. N. FALLS, Presiden'
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HAMILL'S PASSAGE OFFICE.
"ANCHOR LINE OF STEAMERS,"
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Steam to
LIVERPOOL, LONDONDERRY, BELFAST, DUBLIN, NEWRY, CORK, AND GLASGOW.
RATES OF PASSAGE.
PAYABLE IN PAPER CURRENCY.
CABINS..........................$90, $80, and $70
STEERAGE..............................$30

Steamship "CALEDONIA" leaves SATURDAY, January 20.

THE PAID CERTIFICATES
ssued for bringing out passengers from the above points at
LOWER RATES THAN ANY OTHER LINE.
Also, to and from
ALL STATIONS ON THE IRISH RAILWAYS.

SPECIAL NOTICE.—Passengers will take particular notice that the "Anchor Line" is the only line granting hrough tickets at the above rates, from Philadelphia to he points named above, and that the undersigned is the nly duly authorized Agent in Philadelphia.

Apply to W. A. HAMILL,
Sole Agent for "ANCHOR LINE,"
1 15 No. 217 WALNUT Street.

STEAM TO LIVERPOOL—Calling at QUEENSTOWN. The Inman Line, sailing SEMI WEEKLY, carrying the U. S. Mails.
EDINBURGH, Wednesday, January 17.
CITY OF BALTIMORE, Saturday, January 20.
CITY OF MANCHESTER, Wednesday, January 24.
CITY OF NEW YORK, Saturday, January 27.
At noon, from Pier 44 North River.
RATES OF PASSAGE.
First Cabin..........$90·00 Steerage..............$30·00
First Cabin to London 95·00 Steerage to London......34·00
First Cabin to Paris...105·00 Steerage to Paris.......40·00

Passengers also forwarded to Havre, Hamburg, Bremen, &c., &c., at moderate rates.

Passage by the mail steamers, sailing every SATURDAY, payable in gold. Passage by the mid week steamers, payable in United States currency.

Passage by the Wednesday steamers:—Cabin, $90, Steerage $35; payable in United States currency.

Steerage passage from Liverpool or Queenstown, $30 gold, or its equivalent. Tickets can be bought here by persons sending for their friends.

For further information apply at the Company's Offices
JOHN G. DALE, Agent,
No. 111 WALNUT Street, Philadelphia.

FOR NEW YORK.—DESPATCH and Swiftsure Lines, via Delaware and Raritan Canal. The steamers of these lines are leaving daily at 12 o'clock M., and 5 o'clock P. M., from third pier above Walnut street.

For freight, which will be taken on accommodating terms, apply to WILLIAM M. BAIRD & CO., No. 124 S. DELAWARE Avenue.

MEDICAL.

ELECTRICAL DISCOVERIES

AND

GLORIOUS RESULTS.

DR. M. J. GALLOWAY, Electrical Physician, formerly the partner of PROFESSOR C. H. BOLLES, 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 fully the sublime subject of Electricity as the GREAT CURATIVE 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 purpose of ascertaining with minute accuracy the direct and indirect influence of each on the organization we have demonstrated that Electricity is the vital 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, equalizing the circulation, and restoring the system to a self-sustaining healthy condition.

The most satisfactory results follow our treatment. In some instances the disease of years' standing yields readily at the first touch of the electric element, while in 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 Bolles, who has brought his discovery into public favor in all the principal cities of America, among medical men and Electricians. 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 female Electrician in the country, has charge of the Female Department.

Our treatment is eminently successful in all FEMALE DISEASES.

N. B.—Professor BOLLES, my father-in law, has no *successor* in this city, although we find lengthy advertisements in the public press of this city during the past year from an individual who has had the audacity to style himself "SUCCESSOR TO PROFESSOR BOLLES."

The same individual publishes a long list of patients as *reference*, giving the public to understand that they were cured by him, when in fact every one of them was treated by Professor Bolles and myself—with many thousand others. Many of the parties he refers to as having been treated by him, HE IN FACT, HAS NEVER SEEN. All such misrepresentations are calculated to *deceive* the public, especially the afflicted portion. *Those given up as incurable are invited to call.*

STUDENTS can enter at any time for a full course of instruction in our scientific practice. We are receiving letters almost daily from different parts of the country, soliciting students who have been instructed by us, therefore we can guarantee good positions to all our graduates. We invite the old students of PROF. BOLLES or myself who are practising our *old* system in this city to become instructed in our *new discoveries*, so that they may learn how to cure more diseases, and in much less time than by our old system.

CONSULTATION FREE.

An interesting pamphlet mailed by addressing

DRS. GALLOWAY & SHEDD,

No. 142 South EIGHTH Street,

11 smw 1m PHILADELPHIA.

STANDARD SCALES.

FAIRBANKS'

STANDARD SCALES,

Adapted to Every Branch of Business Where a Correct and Durable Scale is Required.

A uniform standard of weights, and a correct system of weighing, are subjects claiming the attention of every individual in the community.

FAIRBANKS & EWING,

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No. 715 CHESNUT STREET,

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ESTEY'S

COTTAGE ORGANS,

Not only UNEXCELLED, but UNEQUALLED in purity of Tone and Power designed especially for Churches and Schools, but found to be equally well adapted to the Parlor and Drawing-Room. For sale only by E. M. BRUCE,
No. N. SEVENTH Street.

Also, a complete assortment of the Perfect Melodeon constantly on hand. 7 13 6m

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.

THE STAMP AGENCY, NO. 304 CHESNUT STREET, ABOVE THIRD, WILL BE CONTINUED AS HERETOFORE.
STAMPS of EVERY DESCRIPTION CONSTANTLY ON HAND, AND IN ANY AMOUNT. 11 13

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DELAWARE MUTUAL SAFETY INSURANCE COMPANY.
INCORPORATED BY THE LEGISLATURE OF PENNSYLVANIA, 1835.
OFFICE S. E. CORNER THIRD AND WALNUT STREETS, PHILADELPHIA.
MARINE INSURANCE
ON VESSELS, CARGO, FREIGHT } To all parts of the world.
INLAND INSURANCES
On Goods by River, Canal, Lake, and Land Carriage to all parts of the Union.
FIRE INSURANCES
On Merchandise generally.
On Stores, Dwelling Houses, etc.

ASSETS OF THE COMPANY
November 1, 1865.

$100 000	United States 5 per cent. loan, '71....	$95,000·00
120 000	" 6 " '81....	128 100·00
200 000	" 7 3-10 per cent. loan, Treasury Notes..........	194 375·00
100 000	State of Pennsylvania Five Per Cent. Loan..........	90 555
54,000	State of Pennsylvania Six Per Cent. Loan..........	53 250
125,000	City of Philadelphia Six Per Cent. Loan..........	112,812 50
20,000	Pennsylvania Railroad First Mortgage Six Per Cent. Bonds..........	20,000·00
25,000	Pennsylvania Railroad Second Mortgage Six Per Cent. Bonds..........	23,750·00
25 000	Western Pennsylvania Railroad Mortgage Six Per Cent. Bonds..........	23,750·00
15,000	300 Shares Stock Germantown Gas Company, principal and interest guaranteed by the City of Philadelphia..........	15,537 50
7,150	143 Shares Stock Pennsylvania Railroad Company..........	8,580·0
5,000	100 Shares Stock North Pennsylvania Railroad Company..........	3,250·00
40,000	Deposit with United States Government, subject to ten days' call.....	40,000·00
30,000	State of Tennessee Five Per Cent. Loan..........	18 000·00
170 700	Loans on Bonds and Mortgage, first liens on City Property..........	170,700·0
$1,036,850	Par. Market value......	$996 560·00
	Real Estate..........	36,000·00
	Bills receivable for insurances made.	121,013 37
	Balances due at Agencies.—Premiums on Marine Policies, Accrued Interest, and other debts due the Company..........	40,511·44
	Scrip and Stock of sundry Insurance and other Companies, $ 133. Estimated value..........	2,910 00
	Cash in Banks..........$55,950 89	
	Cash in Drawer.......... 678·48	56,635 37
		$1 253 630·18

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NORTH AMERICAN TRANSIT INSURANCE COMPANY,

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Annual Policies issued against General Accidents descriptions at exceedingly low rates.

Insurance effected for one year, in any sum from $100 to $10,000, at a premium of only one-half per cent. securing the full amount insured in case of death, and a compensation each week equal to the whole premium paid.

Short time Tickets for 1, 2, 3, 5, 7, or 10 days, or 1, 3, or 6 months, at 10 cents a day, insuring in the sum of $3000 or giving $15 per week if disabled, to be had at the General Office, No. 133 S. FOURTH Street, Philadelphia, or at the various Railroad Ticket offices. Be sure to purchase the tickets of the North American Transit Insurance Company.

For circulars and further information apply at the General Office, or of any of the authorized Agents of the Company.

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THE PROVIDENT Life and Trust Co.,

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Incorporated by the State of Pennsylvania Third Month 22d, 1865. INSURES LIVES, ALLOWS INTEREST ON DEPOSITS, AND GRANTS ANNUITIES.

CAPITAL, $150,000.

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OFFICE. [7 28 1y
No. 111 S. FOURTH Street.

1829. CHARTER PERPETUAL.

FRANKLIN FIRE INSURANCE COMPANY

OF PHILADELPHIA.

ASSETS ON JANUARY 1, 1865, $2,501,297·04.
CAPITAL..$400,000
ACCRUED SURPLUS...................................997 869
PREMIUMS..1,103,428
Unsettled Claims, $12,745. Income for 1865, $301,000
LOSSES PAID SINCE 1829, OVER $5,000,000.

PERPETUAL AND TEMPORARY POLICIES ON LIBERAL TERMS.

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PHŒNIX INSURANCE COMPANY OF PHILADELPHIA.

INCORPORATED 1804—CHARTER PERPETUAL.
No. 224 WALNUT Street, opposite the Exchange.

In addition to MARINE and INLAND INSURANCE this Company insures from loss or damage by FIRE, on liberal terms, on buildings, merchandise, furniture, etc., for limited periods, and permanently on buildings, by deposit of premium.

The Company has been in active operation for more than SIXTY YEARS, during which all losses have been promptly adjusted and paid.

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FIRE INSURANCE EXCLUSIVELY.—THE PENNSYLVANIA FIRE INSURANCE COMPANY—Incorporated 1825—Charter Perpetual—No. 510 WALNUT Street, opposite Independence Square.

This Company, favorably known to the community for over forty years, continue to insure against loss or damage by fire on Public or Private Buildings, either permanently or for a limited time. Also on Furniture, Stocks of Goods and Merchandise generally, on liberal terms.

Their Capital, together with a large Surplus Fund, is invested in the most careful manner, which enables them to offer to the insured an undoubted security in the case of loss.

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Charter Perpetual. Authorized Capital, $500 000
Paid-up Capital, $100,000.

Insures against loss or damage by FIRE on buildings either permanently or for a LIMITED period. Also on MERCHANDISE generally and Household Furniture, city or country.

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CAPITAL PAID IN, IN CASH, $200,000.

This company continues to write on *Fire Risks only* Its capital, with a good surplus, is safely invested.

701

Losses by fire have been promptly paid, and more than

$500,000

Disbursed on this account within the past few years.

For the present the office of this company will remain at

No. 415 WALNUT STREET,

But within a few months will remove to its OWN BUILDING

N. E. CORNER SEVENTH AND CHESNUT STREETS.

Then as now, we shall be happy to insure our patrons at such rates as are consistent with safety.

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TEAS, &c.

COUSTY'S TEA WAREHOUSE.—Established in 1800.—Importer and Dealer in Fine Teas, Wines and Liquors.
Choice Havana Cigars.
Cross & Blackwell's Pickles and Sauces,
English and Scotch Ale and Porter,
Canned Meats, Fruits, Soup, Etc.
Navy Messes put up with care.
A 1 No. 118 S. SECOND Street.
1 31y JOSHUA H. COUSTY.

LAST PROCLAMATION TO THE PUBLIC!—WILLIAM INGRAM, Tea Dealer, No 43 S. SECOND Street has sold out his entire stock at war prices, and now that the Rebellion is over and peace proclaimed we can sell at 75 to 100 per cent less than former prices. Having this day received a large supply of very fine Teas of all grades, from 40 cents to $1·30 a pound; Coffees from 28 to 40 cents a pound. Call and examine our fresh Teas. 7 8 1y

FLAGS, FIREWORKS, &c.

T. J. McGUIGAN,

Importer and Wholesale Dealer in

FANCY GOODS, NOTIONS, Etc.

FIREWORKS, FLAGS, Etc

MATCHES AND BLACKING,

NO. 2 STRAWBERRY STREET,

First Street above Second between Market and Chesnut
5 4 PHILADELPHIA.

RARE CHANCE

FOR INVESTMENT.

THE COMMONWEALTH GOLD AND SILVER MINING COMPANY, OF NEVADA.

CAPITAL, $300,000. 30,000 SHARES OF $10 EACH.

15,000 *SHARES FOR SALE TO RAISE A DEVELOPMENT FUND.*

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S. A. J. SALTER.

The Company, in order to raise a fund to develope and work their mine, have determined to offer one-half of their stock, or 15 000 shares, to the public for sale.

All subscriptions must be accompanied by a payment of forty per cent. in cash, of the amount of stock subscribed for, which payment, it is believed may be all that will be required, and that the fund thus produced, will be sufficient to start and continue mining operations, which of itself will bring returns to the Company as will enable it to fully develope and successfully work their mine.

This Company own the Boyd and Hunter Gold and Silver Mine, situate in Smoky Valley District, eight miles south of the city of Austin, Reese River country, Lander county, State of Nevada; contains 1400 lineal feet and is reputed one of the best undeveloped mines in the State.

AVERAGE ASSAY, $433·43 PER TON.

This Company has organized for work, and not stock manufacturing.

Professor Silliman and others say that Reese River ore averages $250 per ton. The Company expect in a short time to mine at least twenty-five tons of ore per day, and if this ore averages $200 per ton, the earnings will be $1,500 000 in bullion per annum, which is considered a safe estimate.

There is believed to be no instance on record of failure in this section, where silver mining companies have commenced operations with the requisite development fund on with fair surface indications to begin with; success in this enterprise may be confidently predicted. [2 30 smw12t

Prospectus, giving full information, may be had at the Office of the Company, No. 422 WALNUT Street, Philadelphia, where subscriptions will be received.

G. C. REUKAUFF,

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LOOKING-GLASS,

PORTRAIT,

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PICTURE FRAMES,

AND GILT MOULDINGS

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OLD WORK REGILT EQUAL TO NEW. 11 6 4m

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ENTRANCE ON WHEELER'S COURT.

ORNAMENTS, MONOGRAMS, LETTERS, CRESTS ROSETTES, ETC.,

Of any Special Design, made to order at the shortest notice, and at REASONABLE PRICES. 1 2tuthsim*

MONUMENTS, TOMBS, GRAVE-STONES, Etc.

Just completed, a beautiful variety of
ITALIAN MARBLE MONUMENTS,
TOMBS, AND GRAVE-STONES,
Will be sold cheap for cash.
Work sent to any part of the United States.
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ON THE
EUROPEAN PLAN,
ADJOINING WILLARD'S HOTEL,
WASHINGTON, D. C.
12 22 1m THOMAS P. JACKS, Proprietor.

RAILROAD LINES.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.

TIME TABLE.—Commencing MONDAY, January 8 1866—Trains will leave Depot, corner of BROAD street and WASHINGTON Avenue, as follows:—

Express Train at 4·05 A. M. (Mondays excepted), for Baltimore and Washington, stopping at Wilmington, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Magnolia and Stemmer's Run.

Delaware R. Road Train at 8·15 A. M. (Sunday excepted), for Salisbury, Milford, and intermediate stations.

Way Mail Train at 9·15 A. M. (Sundays excepted), for Baltimore, stopping at Chester, Thurlow, Linwood, Claymont, and all regular stations between Wilmington and Baltimore.

Express Train at 2·45 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Claymont, Wilmington, Newark, Elkton, North-east, Perryville, Havre de Grace, Aberdeen, Perryman's, Magnolia and Stemmer's Run.

Night Express at 11·15 P. M. for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newark, Elkton, North East, Perryville and Havre de-Grace.

Passengers by Boat from Baltimore for Fortress Monroe, Norfolk, City Point and Richmond will take the 9 15 A. M. Train.

As an additional accommodation for those holding Through Tickets for Baltimore, Washington and southern points, a Special Car will leave the Philadelphia Depot at 11·30 A. M., connecting at Gray's Ferry with the Morning Express Train from New York.

WILMINGTON ACCOMMODATION TRAINS.

Stopping at all Stations between Philadelphia and Wilmington.

Leave Philadelphia at 8·15 and 11·15 A. M., and 3 30, 5 00, and 7 00 P. M. The 3·30 P. M. train connects with Delaware Railroad for Milford and intermediate stations.

Leave Wilmington at 7·00, 8·15, and 9·30 A. M., and 3 00 and 5·00 P. M.

Trains for New Castle leave Philadelphia at 8·15 A. M., 3·30 and 5·00 P. M.

THROUGH TRAINS FROM BALTIMORE.

Leave Wilmington at 12·00 M., and 4 30 and 9·50 P. M.

CHESTER FOR PHILADELPHIA.

Leave Chester at 8·01, 8 58, and 10·14 A. M., and 12·36, 3·43, 5·01, 5·44 and 10·29 P. M.

FROM BALTIMORE TO PHILADELPHIA.

Leave Baltimore 8·25 A. M., Way Mail; 1·10 P. M., Express; 6·35 P. M., Express; 9·25 P. M. Express.

An Accommodation Train for Havre-de-Grace and intermediate stations will leave Baltimore at 4 10 P. M.

TRAINS FOR BALTIMORE.

Leave Chester at 9 52 A. M., 3 23, and 11 50 P. M.

Leave Wilmington at 12·27, 5·13, and 10·23 A. M., and 4 P. M.

SUNDAY TRAINS.

Express Train at 4·05 A. M. for Baltimore and Washington, stopping at Wilmington, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Magnolia, and Stemmer's Run.

Night Express 11 15 P. M., for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newark, Elkton, Northeast, Perryville, and Havre-de-Grace.

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

BALTIMORE FOR PHILADELPHIA.

Leave Baltimore at 9·25 P. M., stopping at Havre-de-Grace, Perryville, 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.

A special train will leave Wilmington for Philadelphia and intermediate stations at 6 30 P. M.

Freight train, with passenger car attached, will leave Wilmington for Perryville and intermediate stations at 6·04 P. M. H. F. KENNEY, Superintendent.

NORTH PENNSYLVANIA RAILROAD.—Depot, THIRD Street, above Thompson.

For BETHLEHEM, DOYLESTOWN, MAUCH CHUNK, EASTON, WILLIAMSPORT, and WILKESBARRE.

At 7 30 A. M. (Express), for Bethlehem, Allentown, Mauch Chunk, Hazleton, Williamsport, and Wilkesbarre.

At 3·30 P. M. (Express), for Bethlehem, Easton, etc., reaching Easton at 6·45 P. M.

At 5 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 Fort Washington at 10 A. M. and 11 P. M.

For Lansdale 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 6 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 Fort Washington at 10·50 A. M., and 2·15 P. M.

ON SUNDAYS.

Philadelphia for Bethlehem at 9 A. M.

Philadelphia for Doylestown at 3 P. M.

Doylestown for Philadelphia at 7 20 A. M.

Bethlehem for Philadelphia at 4 P. M.

Through Tickets must be procured at the ticket offices THIRD Street, or BERKS Street.

6 5 ELLIS CLARK, Agent.

FREIGHT LINES FOR NEW YORK AND all the Stations on the CAMDEN and AMBOY and connecting Railroads. Increased despatch.

THE CAMDEN AND AMBOY RAILROAD AND TRANSPORTATION COMPANY FREIGHT LINES for New York will leave WALNUT Street Wharf at 5 o'clock P. M., daily (Sundays excepted).

Freight must be delivered before 4¾ P. M., to be forwarded the same day. Returning, the above lines will leave New York at 12 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, and the Burlington and Mount Holly Railroads, received and forwarded up to 1 P. M.

The Belvidere Delaware Railroad connects at Phillipsburg with the Lehigh Valley Railroad, and at Manunkachunk with all points on the Delaware, Lackawanna, and Western Railroad, 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 consignees, must, in every instance, be sent with each load of goods, or no receipt 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-loads or more, it will be delivered at the foot of Fortieth street, near the Drove Yard, or at Pier No. 1 North river, as the shippers may designate at the time of shipment. For terms, or other information, apply to

WALTER FREEMAN, Freight Agent,
11 1 No. 226 S. DELAWARE Avenue, Philadelphia.

PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD.

On and after WEDNESDAY, November 1st, 1865, until further Notice.

FOR GERMANTOWN.

Leave Philadelphia 6, 7, 8, 9, 10, 11, 12 A. M., 1, 2, 3·10, 3¾, 4, 5, 5¾, 6, 7, 8, 9, 10, 11, 12 P. M.

Leave Germantown 6, 7, 7¾, 8, 8·20, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 4¾, 6, 6¾, 7, 8, 9, 10, 11 P. M.

The 8·20 down train, and 3¾ and 5¾ up trains will not stop on the Germantown Branch.

ON SUNDAYS.

Leave Philadelphia 9·10 A. M., 2, 7, 10¾ P. M.

Leave Germantown 8 A. M., 1, 6, 9¾ P. M.

CHESNUT HILL RAILROAD.

Leave Philadelphia 6, 8, 10, 12 A. M., 2, 3, 3¾, 5¾, 7, 9, and 11 P. M.

Leave Chesnut Hill 7·10 minutes, 8, 9·40, 11·40 A. M., 1·40, 3·40, 5·40, 6·40, 8·40, and 10·40 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., 12·40, 5·40, and 9·25 minutes P. M.

FOR CONSHOHOCKEN AND NORRISTOWN.

Leave Philadelphia 6, 8·35 minutes, 11·05 A. M., 1½, 3, 4½, 5½, 6¾, 8·05 minutes, and 11½ P. M.

Leave Norristown 5½, 7, 7·50, 9, 11 A. M., 1½, 4½, 6, and 8 P. M.

The 5½ P. M. train will stop at School Lane Wissahickon, Manayunk, Spring Mill, and Conshohocken only.

ON SUNDAYS.

Leave Philadelphia 9 A. M., 2½, and 7 P. M.

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

FOR MANAYUNK.

Leave Philadelphia 6, 8·35 minutes, 11·05 A. M., 1½, 3, 4½, 5½, 6¾, 8·05, and 11½ P. M.

Leave Manayunk 6½, 7½, 8 20, 9½, 11½, A. M., 2, 5, 6¾, 8½ P. M.

ON SUNDAYS.

Leave Philadelphia 9 A. M., 2½, and 7 P. M.

Leave Manayunk 7½ A. M., 5½, and 8 P. M.

W. S. WILSON, General Superintendent.
Depot NINTH and GREEN Streets.

WEST JERSEY RAILROAD LINES.—From foot of MARKET Street (Upper Ferry).

Daily, except Sundays.

FALL AND WINTER ARRANGEMENT.

Commencing WEDNESDAY, November 15, 1865.

For Bridgeton, Salem, and all Stations on West Jersey and Salem Railroads, at 9 A. M. and 3·30 P. M.

For Millville and all intermediate Stations, at 9 A. M. and 3·30 P. M.

For Cape May and intermediate Stations at 9 A. M. to Millville, connecting with Freight Train Passenger Car attached for Cape May, due 3·45 P. M., and 3 P. M., through Passenger due 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 RENSSELAER, 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 Walnut street. 9 16 9m

1865.—PHILADELPHIA AND ERIE RAILROAD.

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

TIME OF PASSENGER TRAINS AT PHILADELPHIA.

Arrive Eastward—Erie Mail Train 1·00 P. M.
" " Erie Express Train, 11·10 A. M.
Leave Westward—Erie Mail Train, 7·20 P. M.
" " Erie Express Train, 7·20 A. M.

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

NEW YORK CONNECTION.

Leave New York at 6·00 P. M., arrive at Erie at 3·37 A. M.

Leave Erie at 1·55 P. M., arrive at New York 1·15 P. M.

No change of cars between Erie and New York.

Elegant Sleeping Cars on all Night Trains.

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

And for freight business of the Company's Agents—S. B. Kingston, Jr., corner THIRTEENTH and MARKET Streets, Philadelphia; J. W. Reynolds, Erie; William Brown, Agent, N. C. R. R., Baltimore.

H. H. HOUSTON, General Freight Agent, Philadelphia.
H. W. GWINNER, General Ticket Agent, Philadelphia.
JOS. D. POTTS, General Manager, Williamsport.
ALFRED L. TYLER, General Superintendent.

RAILROAD LINES.

READING RAILROAD.

GREAT TRUNK LINE

FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE SCHUYLKILL, SUSQUEHANNA, CUMBERLAND, AND WYOMING VALLEYS, AND NORTH, NORTHWEST, AND THE CANADAS.

WINTER ARRANGEMENT OF PASSENGER TRAINS.

Leaving the Company's Depot, at THIRTEENTH and CALLOWHILL streets, Philadelphia, at the following hours:—

MORNING MAIL.

At 8·00 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Allentown, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc, etc.

This train connects at READING with the East Pennsylvania Railroad trains for Allentown, etc.; and with the Lebanon Valley train for Harrisburg, etc.; PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central, Cumberland Valley and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS.

Leaves Philadelphia at 3·30 P. M., for Reading, Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad train for Columbia, etc., and with Catawissa Railroad train for Milton, Williamsport, Elmira, Buffalo, etc.

READING ACCOMMODATION.

Leaves Reading at 6·30 A. M., stopping at all way stations, arrives in Philadelphia at 9·35 A. M.

Returning, leaves Philadelphia at 4·30 P. M., arrives in Reading at 7·30 P. M.

Trains for Philadelphia leave Harrisburg at 7·28 A. M., and Pottsville at 8·30 A. M., arriving in Philadelphia at 1·20 P. M. Afternoon trains leave Harrisburg at 1·40 P. M., and Pottsville at 2·45 P. M.; arriving at Philadelphia at 7·05 P. M.

Harrisburg Accommodation leaves Reading at 7·30 A. M., and Harrisburg at 4·00 P. M.

Market train with a Passenger car attached leaves Philadelphia at 12·45 noon for Reading and all way stations; leaves Reading at 11·30 A. M., and Downington at 12·30 P. M., for Philadelphia and all way stations.

All the above trains run daily Sundays excepted.

Sunday trains leave Pottsville at 8·00 A. M., and Philadelphia at 3·15 P. M.

CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 8·00 A. M. and 4·30 P. M. trains from Philadelphia, returning from Downingtown at 7·00 A. M. and 2·30 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 Railroad Express Trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.

Returning, Express Train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg, at 3 and 9 00 A. M., passing Reading at 4·49 and 10 52 A. M., arriving at New York at 10 A. M. and 2·45 P. M. Sleeping Car accompanying these trains through between Jersey City and Pittsburg, without charge.

Mail Train for New York leaves Harrisburg at 1 45 P. M. Mail Train for Harrisburg leaves New York at 12 Noon.

SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsville at 6·45 and 11·00 A. M., and 7·15 P. M., returning from Tamaqua at 7·35 A. M. and 1·40 and 4·15 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILROAD.

Trains leave Auburn at 7·35 A. M. for Pinegrove and Harrisburg, and at 1·30 P. M. for Pinegrove and Tremont; returning from Harrisburg at 4·00 P. M., and from Tremont at 7·00 A. M. and 6·00 P. M.

TICKETS.

Through first class tickets and emigrant tickets to all the principal points in the North and West and Canadas.

The following tickets are obtained only at the Office of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or of G. A. Nicolls, General Superintendent, Reading.

COMMUTATION TICKETS.

At 25 per cent. discount, between any points desired, for families and firms.

MILEAGE TICKETS.

Good for 2000 miles, between all points, at $52·50 each, for families and firms.

SEASON TICKETS.

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

CLERGYMEN

Residing on the line of the road will be furnished with cards, entitling themselves and wives to tickets at half-fare.

EXCURSION TICKETS.

From Philadelphia to principal stations, good for Saturday, Sunday and Monday at reduced fare, to be had only at the Ticket Office at Thirteenth and Callowhill 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., 12·45 noon, and 6·00 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and all points beyond.

MAILS

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. 8 15

FOR NEW YORK.—THE CAMDEN AND Amboy and Philadelphia and Trenton Railroad Company's lines

FROM PHILADELPHIA TO NEW YORK

and way places, from Walnut street wharf, will leave as follows, viz.:— FARE

At 6 A. M., via Camden and Amboy Accommodation..........	$2·25
At 8 A. M., via Camden and Jersey City Express..........	3 00
At 2 P. M., via Camden and Amboy Express..........	3 00
At 12 M. (noon) and 8 P. M., via Camden and Amboy Accommodation (Freight and Passenger)....$	1 75
At 6 and 11·30 P. M., via Camden and Amboy, Accommodation (Freight and Passenger), 1st class ticket..........	2·25
2d Class Ticket..........	1 50

At 6 and 10 A. M., 2 and 5 P. M., for Mount Holly, Ewansville, Pemberton, and Vincentown; at 6 A. M., and 2 P. M., for Freehold.

At 6 and 10 A. M., 12 M., 3·30, 5, 6, and 11·30 P. M., for Palmyra, Riverton, Delanco, Beverly, Edgewater, Burlington, Florence, Bordentown, etc. The 10 A. M. and 5 P. M. lines run direct through to Trenton.

LINES FROM KENSINGTON DEPOT WILL LEAVE AS FOLLOWS:—

At 11·15 A. M., 4·30 and 6·45 P. M., via Kensington and Jersey City Express..........	$3·00
At 12 P. M. (Night) via Kensington and Jersey City Express..........	2·25

The 6·45 P. M. Line will run daily. All others Sundays excepted.

At 7·30 and 11·15 A. M., 3, 3·30, 4·30, 5 and 6·45 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, Tacony, Wissinoming, Bridesburg and Frankford, and at 8 P. M. for Holmesburg and intermediate Stations.

BELVIDERE DELAWARE RAILROAD.

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

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

At 7·30 A. M. and 3·30 P. M. for Niagara Falls, Buffalo, Dunkirk, Canandaigua, Elmira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. The 3·30 P. M. Line connects direct with the Train leaving Easton for Mauch Chunk, Allentown, Bethlehem, 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. On Sundays omnibuses will leave Walnut street wharf at 6 P. M. to connect with 6 45 P. M. line.

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

Tickets sold and baggage checked direct through to Boston.

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

LINES FROM NEW YORK FOR PHILADELPHIA, Will leave from foot of Cortland street

At 12 M. and 4 P. M., via Jersey City and Camden.

At 7 and 10 and 11½ A. M., 6 P. M. and 12 Night, via Jersey 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. M. (Freight and Passenger), via Amboy and Camden.

Jan. 15, 1866. WILLIAM H. GATZMER, Agent.

PENNSYLVANIA CENTRAL RAILROAD

WINTER ARRANGEMENT.

The trains of the Pennsylvania Central Railroad leave the New Depot, at THIRTIETH and MARKET Streets.

The cars of the Market Street Passenger Railway run to and from this Depot. They leave Front street every two minutes, commencing one hour 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 made with all roads crossing Market street.

On Sundays—Cars leave Eleventh and Market streets at 6·45 P. M., to connect with Pittsburg and Erie Mail, and at 10·25 P. M. with Philadelphia Express.

Mann's Baggage Express is located at No. 31 S. Eleventh street. Parties desiring Baggage taken to the trains can have it done at reasonable rates upon application to him.

TRAINS LEAVE AND ARRIVE AT DEPOT, THUS:—

LEAVE.

Erie Express..........	at 7 30 A. M.
Mail Train..........	" 8·00 "
Paoli Accommodation, No. 1..........	" 10·00 "
Fast Line..........	" 12 00 M.
Parkesburg..........	" 1·00 P. M.
Harrisburg Accommodation..........	" 2·30 "
Lancaster Accommodation..........	" 4·00 "
Paoli Train, No. 2..........	" 5·30 "
Pittsburg and Erie Mail..........	" 7·30 "
Philadelphia Express..........	" 11·10 "

ARRIVE.

Cincinnati Express..........	at 1·30 A. M.
Philadelphia Express..........	" 7·10 "
Paoli Accommodation, No. 1..........	" 8·20 "
Parkesburg Train..........	" 9·30 "
Erie Express..........	" 11 20 "
Lancaster Train..........	" 12 30 P. M.
Fast Line..........	" 1·10 "
Paoli Accommodation, No. 2..........	" 4·40 "
Day Express..........	" 5·45 "
Harrisburg Accommodation..........	" 8·40 "

Philadelphia Express leaves daily. Pittsburg and Erie Mail leaves daily (except Saturday). All other trains daily (except Sunday).

The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.

THOMAS H. PARKE, Ticket Agent at the Depot.

An Emigrant Train runs daily (except Sunday). For full information as to fare and accommodation, apply to FRANCIS FUNK, No. 137 Dock Street.