A Princess' Wedding Clothes.

The wedding outfit of the Princess Alexandrine, of Prussia, who was recently married to the Duke Frederic William Nicholas of Mecklenberg-Schwerin, was arranged for inspection in some of the apartments at the Royal Palace at Berlin.

In the first apartment were the travelling trunks and boxes; the second chamber contained the Princess' slippers, shoes, and boots, in all colors, and also a great number of colored silk and white stockings. On one particular table, in front of the window, were the writing materials, and the usual toilette requisites, scent bottles, brushes, etc. In the Hall of Mirrors adjoining, the linen was arranged in three divisions.

On the right was her royal highness' travelling bed, trimmed with white and blue silk hangings intermixed, and a blue silk coverlid. In another part of the room were the sheets (four dozen in number), the towels and napkins (twenty-four dozen of each), nicely arranged with toilet covers, and so forth, all numbered, and bearing her royal highness' initials worked in silk, and next was a table with the corsets and crinolines, smoothing irons and boards.

The middle table was covered with the underlinen, the chemises (twenty-four dozen) trimmed with costly lace and embroidery; the little dressing jackets (four dozen), and four dozen caps, with white embrodered underclothes, etc. Elsewhere the fine linen, negliges, dressing jackets, worn while the hair is being dressed, and pocket-handkerchiefs.

The principal portion of the outfit was displayed in the adjoining dining-room. Here was her royal highness' dressing-case, all the fittings of which were of solid silver, and close by were the gloves, in all colors. Near at hand was a table covered with her royal highness' ornaments. Of these must first be mentioned the bridal gift of the King—a diamond necklace, of course of the first water, nineteen stones on each side, with an exceedingly large one in the centre, all very beautifully set; also a diadem of large pear-shaped pearls, with dewdrops in brilliants, presented by her royal highness the Princess Charlotte. A gift from the princess' mother consisted of a necklace of Siberian amethysts, set in brilliants, and a diadem of emeralds as large as nuts, with brilliants.

The Dowager Queen of Prussia's gift consisted of a diadem and other ornaments, consisting of large turquoises and fine brilliants. Opposite these were the bridal and state robes of ample length and breadth, the train ornamented with gold and silver embroidery. The train of the bridal robe and the robe itself were of the heaviest white moire antique, beautifully embroidered with silver. Above the robe was the bridal wreath. The Court train beneath was of blue velvet, and embroidered in silver with lilies and jasmines. A third robe was of purple velvet, ornamented with gold embroidery of an arabesque pattern. Near the bridal robe was a handkerchief of costly Brussels lace, and pretty little fan. Under the Court robe was a dress of tulle, embroidered with satin and silver, underlaid and garnished very tastefully with blue velvet. Near at hand were a great number of ball and wedding dresses, and conspicuous among these was a black velvet jacket, trimmed with beautiful coral.

The Smithsonian Institution.

The Washington *Intelligencer* says:—

"The restoration of those portions of the Smithsonian edifice which were damaged or destroyed by the fire last January is in slow progress. The cost of labor and materials is so very heavy at the present time that it is not deemed wise to attempt a very speedy completion of the work. The two large towers have been entirely restored and are in a fire-proof condition. The roof remains to be put on and the rooms to finish. It is well known among cultivated men conversant with the Smithsonian Institute that the Smithsonian structure was designed and built more for external architectural display than for practical internal uses. In the restoration an opportunity is furnished to partially remove this great defect in the building.

"It will cost at least $100,000 to completely restore the building, an expense which the Institution has not means to meet. The whole amount of Smithson's bequest ($515,169) is in the United States Treasury at six per cent., semi-annual interest. Total annual income, $30,910.

"This income cannot be used for building purposes under the conditions of the bequest. The edifice was erected at a cost of $300,000, from accumulations of interest before the institution was established. There are $75,000 of this extra fund, not used in building, invested in five per cent. semi-annual bonds of the State of Indiana, giving an income of $3750; and $53,500 of the same fund in Virginia bonds; $12,000 in Tennessee, and $500 in Georgia bonds, and from these three last-named States no income has been received during the war. The expenditures of the institution for 1864 were as follows:—For building, furniture, and fixtures, $2620·77; general expenses, $14,071·50; publications, researches, and lectures, $11,907·48; library, museum, and gallery of arts, $8926·21. Total, $37,535·96. Total income received in the same period, $34,666·14. It is thus seen that in the failure of the interest on the Virginia, Tennessee, and Georgia bonds the current expenses exceeded the income in the sum of $2869·82. There was, however, in the United States Treasury an undrawn balance of interest in January, 1864, amounting to $32,353·90, from which the excess of expenses and income of 1864 was met, leaving at the time of the fire a balance due the institution at the United States Treasury of $29,486. This sum has, we presume, been nearly or quite all expended the past year in the restoration. It will thus be seen that the completion of the restoration cannot be done from the income of the institution without encroaching upon its systematic operations and immense usefulness."

An Anxious Playwright.

Mr. Watts Phillips writes a letter to the London *Athenæum*, in which, under the alarming heading of "Stop Thief!" he complains that his original drama, *Lost in London*, is now played without his leave at Wallack's Theatre, in New York. He declares that some time ago a copy was surreptitiously obtained, and the play was produced under another name—meaning probably its performance at Laura Keene's Theatre. Mr. Phillips remarks:—"Mr. Wallack, it appears, has now gone to work with even greater boldness, restoring to the stolen goods the original title." He adds:—

"PARIS, December 18.—Through the New York papers, and also by notice in some of the English theatrical journals, I learn that my original drama, *Lost in London*, is now being played by Mr. J. W. Wallack at the theatre bearing his name.

"Five years ago I wrote the drama in question, with an eye to Mr. Benjamin Webster in the principal *role*, and it was to that gentleman I sold the London copyright. Since then the piece has been frequently in rehearsal, and a portion of the scenery painted, though circumstances over which I had no control postponed its production. Some time back Mr. Webster informed me that a person in his employ had *levanted* to America, taking with him, besides other property, a manuscript copy of *Lost in London*. The result of this act of rascality was soon apparent, in the production, under another title, of my unpublished and hitherto unacted piece, at one or more of the American theatres.

"The drama of *Lost in London* is entirely original, being alike peculiar in story and construction. Only two copies were made of the piece —one was placed in Mr. Webster's hands, the other remains still locked up in my desk. Such are the simple facts connected with a matter of great moment to me and 'authors' rights' in England.

"I am perfectly aware there is no law to protect a published work or an acted drama from American piracy; but this piece has neither been published nor acted—simply stolen; as much so as if my desk had been broken open or my watch drawn from my pocket.

"The London copyright of *Lost in London* (a title unfortunately but too appropriate) belongs, as before said, to Mr. Webster, and to that gentleman I refer for the truth of the statement contained in this letter."

A Human Finger in Bologna Sausage.

From the Hartford Times.

Yesterday a Hartford gentleman, albeit strong of stomach and hearty of appetite, met with his match in eating a Bologna. It was a wholesale establishment on State street, where a few friends had gathered to have a glass of ale and a bite of luncheon for themselves. The gentleman referred to eat his Bologna with relish, till he found *something* in his mouth which seemed not to have chopped up as fine as it should be. Taking it out, he discovered, to his horror and disgust, that it was the —— end of a man's finger!

It was a fact. There it was! How it came there was a greater mystery than the presence of a negro's finger under Senator Sumner's door. The hungry gentleman, after abrupt ending of his meal, and sundry ineffectual efforts to vomit, went home and took an emetic.

A Curious Relic of Barbarism.

The Lexington (Ky.) *Observer and Reporter* contains an advertisement of a Commissioner's sale, to be held on the 5th of next February, of which the following is a part:—

"I will also, under said order, sell at the same time and place a negro man, named Will or William.)" (After naming the terms on which the land will be sold the master commissioner continues): "The negro man Will, or William, will be sold on a credit of four months, the purchaser to execute bond with good security for the purchase price, payable to the commissioner, to bear interest from the day of sale, and to have the force and effect of judgments.

"W. J. STEELE,
"Master Commissioner Woodford, C. C."

Bidders will be scarce at that sale.

AUCTION SALES.

NOTICE.—Under and by virtue of the power vested in me by an Indenture of Mortgage upon the property hereinafter described, executed by the Tyrone and Clearfield Railroad Company to me as Trustee, dated the 12th day of May, A. D. 1859, 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 Mortgage Book "A," pages 503-4-5-6-7 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 Mortgage 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 after 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 mortgage, and having been requested in writing by the holders of more 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 so refused by them, to sell at public auction, upon the notice and terms in the said mortgage mentioned, the premises therein referred to, and to fulfil by such sale the duties imposed in accordance therewith and to discharge my duty as trustee in respect to the premises, I, JOHN EDGAR THOMSON, *Trustee*, as aforesaid *and Mortgagee* in trust for the holders of the bonds secured by said mortgage, DO HEREBY GIVE NOTICE, that in pursuance of the power aforesaid vested in me for that purpose by the said Indenture of mortgage, and in exercise of the discretion thereby conferred, and in obedience to the said requisition of the holders of the bonds to the amount aforesaid, as said Mortgage provided, I will, upon Monday, the 12th day of February, A. D. 1866, at 12 o'clock M., at the Philadelphia Exchange, in the city of Philadelphia, by the hands of M. Thomas & Sons, auctioneers, and upon the terms and conditions hereinafter stated, expose to public sale by vendue or outcry, and will there sell to the highest and best bidder for the same, the property conveyed to me in mortgage as aforesaid and next mentioned, viz:—

The whole of that section of said Tyrone and Clearfield Railroad from the point of intersection with the Tyrone and Lock Haven Railroad, near Tyrone, Blair county, Pennsylvania, to Philipsburg, Centre county, Pennsylvania, as the same is now constructed, together with all and singular, the railways, rails, bridges, fences, 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 procured therefor.

A more specific and detailed statement of the items of property, included and referred to in the foregoing description, 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 Bald Eagle Valley Railroad, formerly the Tyrone and Lock Haven Railroad, near Tyrone, Blair county, thence extending northwardly to and through the borough of Philipsburg, 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 for the same, with such additional widths as are required by the slopes of excavations and embankments.

SIDINGS

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, viz:—

At Mount Pleasant one siding about 200 feet long.

At 11⅛ mile Post, one quarry siding about 383 feet long

At Summit, 13th Mile Post, a second track siding about 1330 feet long.

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 1600 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 Railroad, to a warehouse lot owned by the said Tyrone and Clearfield Railroad Company, in said town of Osceola, Decatur township, Clearfield county, about 2975 feet long; and the other of which extends from a point 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 2354 feet long, and also 690 feet additional Railroad track extending up Moshannan creek; together with the right of way therefor, and all embankments, cuttings, bridges, and trestle-works necessary therefor.

At Dunbar, one siding about 370 feet long.

At Steiner's, one siding about 223 feet long.

At Philipsburg, three sidings about 1500 feet total length.

REAL ESTATE.

At Gardener's Station, near Eighth Mile Post, a Water Station lot 66 by 100 feet, together with a Water station, 14 feet by 14 feet, with all water rights and fixtures, lands, and appurtenances needful therefor.

At Mount Pleasant a Water Station, 16 feet by 16 feet, with all the water rights and fixtures, 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, Clearfield county.

At 21⅛ Mile Post, a lot of ground containing 69 perches, intended for a foreman's dwelling house.

At Philipsburg, one station lot, containing 48 perches with one frame passenger station, 50 feet by 20 feet, and one temporary frame warehouse, 50 feet by 20 feet, built thereon.

At Philipsburg, one lot or piece of ground, containing 4 85-100 acres with

One frame Warehouse, 90 feet by 30 feet.
One frame Engine House, 31 feet by 57 feet.
One iron Turn-Table, 50 feet in diameter.
And one frame Water Station, 16 feet by 16 feet, built thereon, with all the water rights and fixtures, lands and appurtenances, needful therefor.

AND GENERALLY,

All the lands, railways, rails, bridges, culverts, trestle-works, tool-houses, coal-houses, wharves, fences, rights of way, workshops, machinery, stations, depots, depot-grounds, works, masonry, 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 Clearfield Railroad, and owned by said Company in connection therewith.

TERMS OF SALE

The said Railroad Sidings Real Estate and premises, mentioned in the said mortgage, and above described, will be exposed to sale entire and in one lot, and the following terms and conditions will be observed in the making of the said sale:—

The purchaser will be required to pay $10,000 of the purchase money in cash at the time of the sale, and in case any of the holders of any of the bonds or the coupons due and payable upon the said bonds of the Tyrone and Clearfield Railroad Company, and secured by the mortgage executed by the said Company to the said John Edgar Thomson, Trustee as aforesaid, shall become purchasers by themselves or with others of the said premises at the said sale, that then the said holders of the said bonds or coupons may for the residue of the said purchase money make payment within twenty days after said sale, either in whole or in part by transferring and delivering to the said John Edgar Thomson, Trustee as aforesaid, the said bonds or coupons, or by receipting upon the same for the amount that may be so bid by him or them, in whole or in part of the said balance of the said purchase money, to be estimated for the purpose of such payment at the rate or value of the dividend or share of the said purchase money which the said holders of the said bonds or coupons may be respectively entitled to receive according to the terms of said mortgage, for which share or dividend the said delivery and transfer of or a receipt upon the said bonds or coupons shall be deemed and taken to be a discharge and acquittance; and the balance of the said purchase money, if any, shall be paid by the said party so purchasing in cash, within twenty days after the date of sale, to the said Trustee. And if the said premises shall be purchased at the said sale by parties other than the holders or owners of the said bonds or coupons as before mentioned, then the balance of said purchase money that may remain after the said payment of $10,000 thereof required to be paid at the time of said sale, shall be paid to the said trustee, in cash, within twenty days thereafter. Upon the payment or adjustment of said purchase money, as hereinbefore mentioned, the said trustee will execute and deliver to the purchaser or purchasers of the same a conveyance of the premises aforesaid, in pursuance of the power and authority conferred upon him.

Any further information in respect to said sale, or premises, may be had upon application to the undersigned Trustee, at the Office of the Pennsylvania Railroad Company, No. 238 S. THIRD Street, Philadelphia.

JOHN EDGAR THOMSON, Trustee
No. 238 S. THIRD Street.

M. THOMAS & SONS, Auctioneers,
10 2 mth4m Nos 139 and 141 S. FOURTH Street.

INSURANCE COMPANIES.

OFFICE OF THE INSURANCE COMPANY OF NORTH AMERICA,

No. 232 WALNUT STREET, (South Side), EAST OF THIRD STREET.

Incorporated 1794—Charter Perpetual.

CAPITAL, $500,000.

MARINE, FIRE, AND INLAND TRANSPORTATION INSURANCE.

Philadelphia, January 8, 1866.

STATEMENT OF ASSETS.

Mortgages.		
	All of which are first mortgages on city property	$444 300·00
Loan Bonds.		
850,000	U. S. Government Loan, 5-20s, (1882)	52,500·00
50,000	U. S. Government Loan, 5-20s, (1885)	51,000·00
100,000	U. S. Government Loan, 6 per cent. (1881)	107,500·00
100,000	U. S. Government Loan, 7·30s, (1867–8)	98,500 00
25,000	U. S. Government Loan, on deposit	25,000·00
10,000	Philad'a City Loan (Gas Loan)	8,500·00
20,000	do. Bounty Fund, 1894.	18,600·00
90,000	do. do. 1895.	83,700 00
30,000	do. do. 1895.	27,900 00
100,000	Penn'a State Loan, 5 per cent.	89,000·00
20,000	do. do. 6 per cent.	20 000·00
14,000	Cincinnati City Loan	12,600 00
5,000	Wisconsin State Loan	4,600·00
25,000	Lehigh Coal and Navigation Co. Mortgage Loan, 1870	22 500·00
10,000	Del. and Rar. Canal and Camden and Amboy R. and Transportation Co. loan, 1875	9,100·00
21,000	do. do. 1889	17,640·00
37,000	Ches. and Del. Canal Co. convert. mortgage loan, 1886	33 300·00
40,000	North Pennsylvania RR. Bonds	33,400·00
3 590	do. do. Scrip	2,712 00
20,000	Pennsylvania RR. Co. Bonds, 1st mortgage, 1880	20,000·00
20,000	Schuylkill Nav. Co. convert. mort. loan, 1882	15 000·00
15,000	Delaware Division Canal Co. loan, 1878	12,750 00
8,500	Delaware R Co mort. loan, 1875	8,500·00
5,000	Union Canal Company	1,050·00
Stocks.		
215 shares	Philada., Ger. and Nor. RR.	11,395·00
289 do.	Phila., Wilm. and Balt. R. R.	14,101·00
100 do.	Philadelphia Bank	13 500·00
240 do.	Lehigh Coal and Nav. Co.	13,200·00
63 do.	Germantown and Park Turnpike Co.	1,575·00
35 do.	Ches. and Del. Canal Co.	2,100 00
59 do.	Sch. Nav. Co., (preferred stock)	1,917·50
58 do.	Sch. Nav. Co., (common stock)	1,508·00
100 do.	North Pennsylvania RR. Co.	3,000·00
5 do.	Ocean Steam Navigation Co.	300·00
55 do.	Union Mutual Insurance Co.	693 13
39 do.	Phœnix Insurance Company.	195·00
Miscellaneous.		
	Cash on hand and in bank	120,823·75
	Notes receivable, do.	150,471 06
	Policies, the premiums of which remain unsettled, and debts due in account (all good)	155 083·70
	Real Estate—Office of the Company, No. 232 Walnut street, Philadelphia.	22,000 00
	Total	$1,731,515 14

ARTHUR G. COFFIN, President.

CHARLES PLATT, Secretary.

DIRECTORS.

Arthur G. Coffin, Samuel W. Jones, John A. Brown, Charles Taylor, Ambrose White, William Welsh, Richard D. Wood, William E. Bowen, James N. Dickson, S. Morris Waln, John Mason, George L. Harrison, Francis R. Cope, Edward H. Trotter, Edward S. Clarke, William Cummings, T. Charlton Henry, Alfred D. Jessup.

1 19 3t fmw

GIRARD FIRE AND MARINE INSURANCE COMPANY.

OFFICE, No. 415 WALNUT STREET, PHILADELPHIA.

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.

DIRECTORS.

Thomas Craven, Furman Sheppard, Thos. Mackellar, John Supplee, John W. Claghorn, Silas Yerkes, Jr., Alfred S. Gillett, N. S. Lawrence, Charles I. Dupont, Henry F. Kenney, Joseph Klapp, M. D.

THOMAS CRAVEN, President.
ALFRED S. GILLETT, V. President and Treasurer.
JAMES B. ALVORD, Secretary. 1 19 1y

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.

HENRY S. TARR, MARBLE WORKS,
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GEORGE PLOWMAN, *CARPENTER AND BUILDER,*
No. 232 CARTER STREET
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Machine Work and Millwrighting promptly attended to. 9 1 4m

INSURANCE COMPANIES.

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	128 150·00
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	13,537 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	2,010 00
	Cash in Banks $55,956 89	
	Cash in Drawer 678·48	56,635 37
		$1 253 640·18

DIRECTORS.

Thomas C. Hand, John C. Davis, Edmund A. Souder, Theophilus Paulding, John R. Penrose, James Traquair, Henry C. Dallett, Jr., James C. Hand, William C. Ludwig, Joseph H. Seal, George C. Leiper, Hugh Craig, Robert Burton, John D. Taylor, Samuel E. Stokes, J. F. Penistan, Henry Sloan, William G. Boulton, Edward Darlington, H. Jones Brooks, Edward Lafourcade, Jacob P. Jones, James B. McFarland, Joshua P. Eyre, Spencer McIlvain, J. B. Semple, Pittsburg, A. B. Berger, Pittsburg, D. T. Morgan, Pittsburg.

THOMAS C. HAND, President.
JOHN C. DAVIS, Vice-President.
HENRY LYLBURN, Secretary. 12 13

NORTH AMERICAN TRANSIT INSURANCE COMPANY,

No. 133 S. FOURTH Street, PHILADELPHIA.

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.

LEWIS L. HOUPT, President.
JAMES M. CONRAD, Treasurer.
HENRY C. BROWN, Secretary.
JOHN C. BULLITT, Solicitor.

DIRECTORS.

L. L. Houpt, late of Pennsylvania Railroad Company.
M. Baird, of M. W. Baldwin & Co.'s.
Samuel C. Palmer, Cashier of Commercial Bank.
Richard Wood, No. 309 Market street.
James M. Conrad, No. 623 Market street.
J. E. Kingsly, Continental Hotel.
H. G. Leisenring, Nos. 237 and 239 Dock street.
Samuel Work, of Work, McCouch & Co.
George Martin, No. 322 Chesnut street. 11 3 1y

THE PROVIDENT Life and Trust Co., OF PHILADELPHIA.

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

CAPITAL, $150,000.

DIRECTORS.

Samuel R. Shipley, Jeremiah Hacker, Joshua H. Morris, Richard Wood, Richard Cadbury, Henry Haines, T. Wistar Brown, William C. Longstreth, Charles F. Coffin.

SAMUEL R. SHIPLEY, President.
ROWLAND PARRY, Actuary.

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 997 860
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.

DIRECTORS:

Charles N. Bancker, Tobias Wagner, Samuel Grant, Jacob R. Smith, George W. Richards, Isaac Lea, Edward C. Dale, George Fales, Alfred Fitler, Fras. W. Lewis, M. D.

CHARLES N. BANCKER, President.
EDWARD C. DALE, Vice-President.
JAMES W. MCALLISTER, Secretary pro. tem. [3 25 12

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.

DIRECTORS.

John L. Hodge, M. B. Mahoney, John T. Lewis, William S. Grant, Robert W. Leaming, D. Clark Wharton, Samuel Wilcox, Lawrence Lewis, Jr., David Lewis, Benjamin Etting, Thomas H. Powers, A. R. McHenry, Edmond Castillon, Louis C. Norris.

JOHN R. WUCHERER, President.
SAMUEL WILCOX, Secretary. 3 28 1y

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.

DIRECTORS.

Daniel Smith, Jr., Alexander Benson, Isaac Hazlehurst, Thomas Robins, John Devereux, Thomas Smith, Henry Lewis, J. Gillingham Fell, Daniel Haddock, Jr.

DANIEL SMITH, JR., President.
WILLIAM G. CROWELL, Secretary. 3 30 1y

FIRE INSURANCE. THE HOME INSURANCE COMPANY OF PHILADELPHIA,

No. 150 S. FOURTH Street.

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.

DIRECTORS.

James Brown, Charles A. Duy, Wm. D. Lewis, William B. Bullock, Wm. N. Needles, John D. Taylor, Thomas Kimber, Jr., Henry S. McComb, Lemuel Coffin, Chas. P. Bayard, J. Hillborn Jones, John Woodside.

JAMES BROWN, President.
CHAS. A. DUY, Vice President.
3 30 1y THOMAS NEILSON, Secretary.

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.; at 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 7·25 A. M., and Pottsville at 8·30 A. M., arriving in Philadelphia at 1·00 P. M. Afternoon trains leave Harrisburg at 1·45 P. M., and Pottsville at 2·45 P. M.; arriving at Philadelphia at 7·05 P. M.

Harrisburg Accommodation leaves Reading at 7·35 A. M. and Harrisburg at 9·00 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 Downington at 7·05 A. M. and 1·30 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 9·05 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 Cars accompanying these trains through between Jersey City and Pittsburg, without change.

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 1·50 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 5 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	2 25
At 12 M. (noon) and 8 P. M., via Camden and Amboy Accommodation (Freight and Passenger)	2·25
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

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 Railroad 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 9·55 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 10·25 P. M.

FROM BALTIMORE TO PHILADELPHIA.

Leave Baltimore 8·25 A. M., Way Mail; 1·10 P. M., Express; 6·25 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 4½ 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,
1 1 No. 228 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, 7½, 8, 8·20, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 4¾, 6, 6½, 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, 6½, 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, 7·30 P. M.
" " Erie Express Train, 7·30 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 3·47 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.