SOLDIERS' FAMILIES - CITY PASTOR'S REPORT. TO Contributors in Aid of Soldiers' Families:—In formally relinquishing my labors and appeals on behalf of Soldiers' Families. I to myself and to those who have so liberally aided me in the work, to make a few brief statements of facts, etc., in the form of a

'How City Pastor became engaged in such a work?" is a most natural inquiry.
"How?"—It met him on the street in rags. It looked at him pleadingly from pale, hungry taces. He walked with it through the narrow streets and alleys, and up the rickety stairs, and sat down with it in the lonely garret.

There he saw the soldier's widow, wife, orphan, hungly, cold, naked, and he wrote what he saw—and sent it to Tuz Evening Tilegraph and the Press, and their readers sent aid through him to those needy cases. This was in 1864, since which time we have been quietly, my wife and self, doing all the good we could to the bodies and souls of the poor wives, widows, orphaus of those brave men who fought and bled and died for us, for our

In the summer of 1865, when glorious victory had crowned all our armies on every field, and our brave boys were marching homeward, returning with bounding hearts to wives and children, to mothers and sisters, he wrote that the winter of '65 and '66 would be more severe on soldiers' families than any winter during the war (see Evening Telegraph, August 22, 1865. and the Press and Presbylerian of about the same date). He urged prompt measures to be taken to turnish immediate aid to meet this emergency. He could not close his eyes to two conditions of soldiers' ismilies:—First, the wives and widows of soldiers thrown out of employ ment by the suspension of Government work at our arsenal. Second, the withdrawal of the relief money furnished by the city while the war lasted. And, he might add a Third, the soldier

He saw all this last summer, and declared to our citizens what its effect would be on these families during the present winter.

The winter approached and the destitution in-

creased. In the meantime the Soldiers' and Saliors' Home, and the Orphaus' Home, had been projected, and our citizens had poured their thousands into their treasuries, but there was a want still unmet, still unprovided for to any great extent. That want was immediate aid for the co'd, the hungry, the naked in their own homes. He suggested several plans to our citizens, by which this want could be met, but no society was organized for that purpose. The only one in existence for the relief of soldiers' families was the "Ladies' Special Aid," in connection with the Sanitary Commission. This Society has been in existence almost since the commencement of the war, and from personal knowledge he can speak well of its operations and the amount of good it has accomplished. Amid these surroundings the question pressed itself hourly on his mind, demanding immediate answer and action, "Shall be longer continue at this work, or entirely relinquish it?"

Few of the readers of the "City Pastor's" appeals were aware that he was pastor of a respectively.

tably large congregation, with a very large and useful field of labor around him. This caused him to hesitate undertaking another work, the magnitude of which, with its increasing demands, he could clearly foresee. The wants of hundreds lay before him. The appeals of hun-ger, etc., he can never resist. Two years' expehad digested a system to his mind, which if only in operation, could accomplish all that was needed. So he yielded to the appeals of suffering humanity, and gave himself wholly to

Our method of supplying the wants of these families, and appeals on their behalf, appeared in several of our daily papers about the close of last year, and the responses from our citizens, so long as these appeals continued, were encouraging, liberal, and praiseworthy. The applicants increased in a few weeks from thirty to one hundred and fifty per day. Everybody sent everybody to "City Pastor" for aid. House at first crowded. Rented a store—that and pavement crowded. Rented next a large hall-this

Three of us, with two distributors, are doing the whole work. Hundreds of recommenda-tions are received weekly from our clergy and Hundreds of sad, heart-rending cases are heard; scores of appeals are laid before the pub-lic, money, coal, clothing, food are liberally sent us; our little machine, managed by three with two attendants, works away, steams on durevery hight, preparing steam for to-morrow.

Everything works well. A letter is read from some respectable, responsible citizen, declaring that the bearer is known personally to the writer; that she is a soldier's widow, or wife, or mother, ets.; is worthy and needy, etc. etc. Immediately her name and residence are registered and her wants supplied. An order is issued on a store, or she is supplied with provisions from our own depository across the way, or with coal and clothing, or all of these as the case requires.

We never hold ourselves responsible for the character of the person or family aided. The responsibility rests with the individual recom-Thus the work goes on. Thus the families of

our brave men are kept from starvation; and thus, not without an occasional admonition, runs down the physical, mental, and ministerial machine. At last, like one awaking from a dream, we find we have been "serving tables," exhausting to all but disaster our mental and ministerial life and strength in a work not very closely connected with the ministry; our whole time was spent in feeding and clothing the body. To save mind and body and ministerial useful-ness from total wreck only one course was left, viz.:—To relinquish at once the work. There was no alternative, none. We had made the effort not without tear; the work progressed far beyond our most sanguine expectations, but the machine had too much to do.

Here are the statistics of two months' work:— Families aided, 3000, or 15,000 individuals. Receipts, 8000 pieces of clothing, 131 tons of coal, \$4509.64, and about \$500 worth of tood and

groceries. Estimating the clothing at an average of \$5. apiece, and the coal at \$10 a ton, the sum total in each of receipts, for two months, is \$46,309.64. Comparing his books, and including unpaid bills, the treasury is found to be overdrawn about \$400. It must be remembered that these statistics only commence about the close of the year 1865, and embrace only two months. The work done before that time being, to a great degree, private, is not included in the above. At time "City Pastor" came fully before the public, and the above statistics therefore only embrace that period. His accounts of work done, moneys, etc., received and expended be-fore December, 1866, are in the same book, and will be reviewed and reported on by the Super-

visory Committee.

The expenses, including rent of store and hall, and shelving for clothing, etc., will not amount to more than \$200. While for labor expended

To the editors of The Evening Telegraph,
Builetin, Press, Inquirer, Presbylerian, and
North American, our thanks are due for the free
use of their columns for our appeals and for
large and liberal reductions in our advertise-

ments.

The Philadelphia and Reading Railroad Com-The Philadelphia and Reading Railroad Company deserve the thanks of all benevolent enterprises, for the free transportation of all coal for charitable purposes. Several hundred dollars have thus been returned to "City Pastor's" treasury by this company.

Some have found fault with our work, and others have tried to do us personal injury; yet we feel assured that had these individuals been in our place they would have spoken and writ-

we feel assured that had these individuals been in our place they would have spoken and written differently of our work. They may have injured the "City Paster," they certainly did keep some food and clothing from some hungry and naked soldier's family. We appeal to the public for no more aid for soldiers' families, yet we feel assured a generous and appreciative people will not long suffer the treasury to remain overdrawn.

For your confidence in entire strangers we most sincerely thank you. For your encouraging words and kind letters of appreciation, as

CITY INTELLIGENCE well as for your liberal donations, we unfeignedly thank you. We only relinquish this
work because, with other more important and
more pressing duties which demand our attenmore pressing duties which demand our atten-tion, we are not able to attend to it or do justice to it to anything like the extent of its demands. We will, in the future, ro about our Master's business, preaching the gospel to our people in the pulpit, and to the poor from house to house, and will quietly and privately relieve cases that may come under our notice with any tunds that may hereafter be sent us. This was the character of our work from its commencement till last December. Experience has taught us that it is the only way a paster can fulfil his obligations to God and souls. "Give thyself en-

Respectfully and sincerely yours, etc. WM. McElwer, "City Pastor," No. 1341 Lombard street, Philadelphia. February 27, 1866.

MEETING OF THE BOARD OF GUARDIANS. The meeting of the Board of Guardians took blace yesterday afternoon, President Erety in the chair. The steward reported house receipts at \$149.80. The out-door agent reported having expended for support cases \$532.25. The house agent reported the following census of the house for the week ending Saturday.

Births.... Discharged.
Eloped.
Incentured. Number of persons granted lodgings within

the last two weeks, 20; meats, 188.

Whole number receiving out-door reliet:—
Americans, 2546; foreigners, 3289; children, 7846. The resignation of Dr. Wallace McClure was

offered and accepted.

A lengthy discussion arose on the subject of smallpox patients, a large number of whom had collected at the Almshouse—the male and female being simply separated by a sheet drawn across the room, thus rendering their comfort limited. At the conclusion of the discussion the whole matter was, on motion, referred to the Commit-

tee on Hospitals, with power to act.

The Steward's requisitions were then read and approved, after which the Board adjourned.

THE REYNOLDS MONUMENT. - We are very glad to be able to inform our readers that the contract has just been closed on behalf of the Gettysburg Battle-field Memorial Associa-tion, for the purchase of about five acres, the eastern portion of the grove in which Major-General John F. Reynolds fell. The Board of Directors of the Association authorized the purchase of the grove for the Association, and the tender to the committee of his corps of the spot on which the brave and lamented Reynolds fell as the site for the erection of the historical column which it proposes to build to his memory. The offer has been communicated to the committee acting on behalf of the corps, and there can be little doubt that the commendable purpose, common to both the corps and the association, will soon be carried out by the erection on this site of a suitable monument to the memory of General Reynolds, one of the bravest men, one of the best officers, one of the most popular and most lamented generals of the whole war. Although the corps propose to make the memorial to Reynolds exclusively their own, the public at large will be enabled to contribute to the general purposes of the Battlefield Association, and to the particular fund required for the purchase of this piece of ground. No persuasion can be needed to induce our citizens to do their share in perpetuating the glories and the triumphs of Gettysburg, and the oppor tunity to do it in this way will be grateful to

ABRIVAL OF LEADING FENIANS.—Captain McCafferty, the special envoy from James Stephens, and J. Cavanagh, of California, member of the Central Council of the Fenian Brotherhood, arrived in this city last evening. Crowds of Fenians visited these distinguished gentlemen

Head Centre O'Mahony, accompanied by J. J. Rodgers, George Francis Train, and Major Hagthe Fenian mass meeting to be held this evening in front of Independence Hall.

At a meeting of the Executive Committee held last evening, it was resolved that subscription lists should be opened in the various wards of the city, for contributions to the Irish National Fund now being raised. A number of promunent gentlemen in the various wards have consented to receive contributions. A mass meeting in aid of this object will be held at National Guards' Hall on Wednesday evening.

DEATH OF THE OLDEST SHIPBUILDER IN PHILADELPHIA.—A very large number of citizens will be pained to learn—though he had atzens will be pained to learn—though he had at-tained a ripe old age—that Mr. Robert Lynn, Sr., the well-known pioneer shipbuilder of Phila-deiphia, has passed away. He attained the age of eighty-four years. He built the Tuscarora, Tonaccanda, Wyoming, and Saranac, of Cope's line, and the Westmoreland, of Penrose & Bur-ton's Liverpool line. The entire mercantile community knew Mr. Lynn. In the sarrier days of his carrier neonly came from all the surround of his career people came from all the surround-ing sections to gaze, as a wonder, upon a ship whose dimensions are now exceeded by river schooners. He lived to construct some of the largest vessels of our mercantile marine. Many outside of his own immediate family and relatives will deplore his loss. His charities were abounding, and to the poor he always ex-tended an open hand. He was the father of the well-known shipbuilder, Mr. John W. Lynn.

EXTENSIVE IMPROVEMENTS ON DELA-WARE AVENUE. -The foundations for an extensive improvement on Delaware avenue, at Almond street wharf, have been laid. The improvements are to consist of six large warehouses, covering a lot 100 by 180 feet, which fronts on the avenue and Swanson street.

The old Penrose mansion at Shippen and Penn streets, and the ancient warehouse on Shippen street wharf, are to be torn down to give place to large new buildings. On the avenue a sugar refinery will be erected, 113 by 180 feet, and eight stories high. On the site of the Penrose mansion six substantial storehouses are to be erected. These improvements will add much to the business facilities of this portion of the

A NEW PUBLIC HALL.-Since the days of the Chinese Museum, our city has had no public hall suited to the increasing needs of the people for mass meetings, grand concerts, lectures, etc. On occasions of great attractions our largest halls are entirely too small to contain the throngs of eager applicants for admission, and the mere overflow would often fill another hall of respectable size. The Pennsylvania Horti-cultural Society propose to meet this want by the erection, in a central location, of a large and commodious hall, and all who are inte-rested are invited to attend the meeting, this evening, at their hall, S. W. corner of Broad and

APPOINTMENT .- Dr. Henry W. Butcher, a young Philadelphia physician, after passing a rigid examination, has been appointed an Assist ant Surgeon United States Army, and seat as one of a scientific expedition to the frontiers of Texas. He is one of four brothers who in 1861 ook the field for the defense of the Union.

DESTRUCTIVE FIRE.—Early on Sunday morning the extensive barn of Mr. Ezra Thomas, in Willistewn, Delaware county, was totally de-stroyed by fire, together with 22 cows, 7 horses, 43 sheep, 70 tons of hay, farming utensils, etc. This makes the third time Mr. Thomas' barn has been destroyed by fire.

LIBERAL COLLECTION.—A collection was taken up in the Wharton Street Methodist Episcopal Church on Sunday, for the purpose of paying off a debt of the church. The sum of \$6552 was raised, a sufficient amount to clear the congregation from liabilities.

aged 14 years, fell from a wagon at Otis street and Frankford road yesterday morning, and was run over and severely injured about the loins. the sufferer was removed to his home in Laure

INFANT FOUND.—Last evening an infant, five months old, was found by Officer Stafford in an iron boiler, on Cherry street, above Third. The child was taken in charge by Mrs. Sergeant

AMUSEMENTS.

HILLY'S CONTINENTAL NEWS ANCHANGE.
Choice ments to milp nees of Amusement may be had up to the o'c. och any evening.

HUICE SEATS AND ADMISSIONS,-Tickets can be land a 17.

Tickets can be land a 17.

Tree of all CHEEN UT Street, opposite the Pos tomos, for the Chesnut, Arch. Walnut, and Academy of Music up to 6 o'clock, every evening.

FOYER OF ACADEMY

CHAS. H. JARVIS' FOURTH MATINEE,

AT FOUR P. M. SINGLE ADMISSIONONE DOLLAR Tickets and Programmes at the Music Stores, 334t

ON THURSDAY, MARCH 8,

PERELLI AMATEUR OPERA.-CONCERT WILL be repeated IUESDAY EVENING, March 7, 10r

the last time.

Season ickois, admitting a gentleman and two ladic the remainder of the season, 88. Single fickets, each \$1.50. To be had only at Mr. PERELLI'S Rooms No 1128 chesut street, this alternoon, from 25 to 4 o'clock and on Tuesday from 9 A. M. to 4 P. 2. 352t NEW CHESNUT STREET THEATRE,—
CHESNUT Street, above Twelfth.
LEONARD GROYER & WILLIAM E. SINN, Lessees

RS. JOHN DREW'S NEW ARCH STREET MRS. JOHN DREW'S NEW ARCH STREET
THEATRE. Begins at 7% o'clock.
UNABATED SUCCESS OF "SAM."
THIRD WEEK OF MR CHANFRAU.
LAST FIVE NIGHTS OF "SAM."
MONDAY, TUESDAY, WEONENDAY, THURSDAY,
and FRIDAY EVENINGS,
TO WILLOW BY SOT

	De Walden's five act Comedy of
Н	SamMr. CHANFRA
ü	LauraOLIVE LOGA
v	Laura OLIVE LOGA Dick, Sain's Tiger C. T. PARSLO
y	Bill Crockett DE WALDE
	James Piushley
	Miss Euphemia RoslynMrs. Thay
Ś	Emily Cropley
á	FRIDAY, BENEFIT OF MR. CHANFRAU.
	Positively last night of "SAM."
	Seats secured six days in advance.

V corner NINTH and WALNUT Streets. Begins at 7% o'clock
THIS (Tuesday) EVENING. March 6.
LAST NIGHT BUT FOUR OF MR. J. 8 CLARKE. Ninth and has night of the successful Drama of THE MEMBER FROM FIRE.
CLARKE AS THE BACK WOODS CONGRESSMAN. Scene—Washington. Period—The Present. Act II.—Consultation of members. Act II.—Consultation of members. Act IV.—The passage of the bill. Last time of the great Farce of MY NEIGHBOR'S WIFE.
Last time of Buckstone's thrilling Drama, THE WRECK ASHORE.
Wednesday. Buckstone's comedy of LEAP YEAR. FRIDAY—F*REWEEL BENEFIT OF MR. J. S. CLARKE corner NINTH and WALNUT Streets. Begins at

NEW AMERICAN THEATRE—
WALNUT Street, above Eighth.
BEST ENTERTAINMENT IN THE CITY.
AND ON WEDNESDAY AND SATURDAY AFTER-SPLENDID BALLETS, BRILLIANT COMEDIES,
Laughable Burlesques, Humorous Farces,
Delightiu Balads, Comic Pantomimes,
GENIUS-NOVELTY-MERIT.
Amusements of all nations combined. Star Dramatic
Company. Grand Corps de Ballet. Ethiopian and
Pantomime Corps Pantomime Corps
Evening—Doors open at 70'clock; commence at 7:30.
FOR THE ACCOMMODATION OF LADIES AND
CHILDREN Matinees will be given every Wednesday
and Saturay atternoons. Doors open at 2 o'clock;
commence at 2:30.
BRILLIANT ARRAY OF ARTISTIC TALENT.
SIGNORA JOVETTA, THE GREAT ITALIAN DANSEUESE.
M'lle Duling, Mr. C. W Smith, and his grand Corpsde Bailet, 180 talented Artists. NATIONAL HALL, MARKET STREET, SECOND WEEK, AND POSITIVELY THE LAST,

Commending
MONDAY EVENING March 5, and
EVERY EVENING DURING THE WERK,
FATHER KEMP'S OLD FOLKS,
with their splendid
BRASS BAND.
Brilliant reception of
EMBIA J. NICHOLS,
The Jenny Lind of America.
Admission, 39 cents. Four tickets for \$1. Children 15 cents. Deors open at 7; commence at 5 o'clock.

Deors open at 7; commence at 5 o'clock.

WEDNESDAY AND SATURDAY AFTERNOONS,
35 4t

At 3 o'clock.

COSTUMES! COSTUMES! A splendid assortment of

COSTUMES AND PROPERTIES. FOR MASQUERADES,

Are offered to the attention of the bail-going public at this gay and festive season, at the COSTUMERY.

Of twenty-five years' establishment, No. 917 RACE STREET, North Side. Every effort will be made to please the taste of those who attend the Carnival Balls of the Season. W. C. DESMOND, No. 917 RACE Street

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Open all day and evenings.

For Ladies, Gentlemen, and Children N. E. Corner of Ninth and Arch.

Quarter commences at any time, N. B. Private lessons in Fencing and Sparring.
Profs. HILL*BRAND & LEWIS. A CADEMY OF FINE ARTS, CHESNUT
Street, above Trenth.
Open from 9 A. M. till 6 P. M.
Benjamin West's great Ploture of
UHRIST REJECTED

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C ERMANIA ORCHESTRA.—PUBLIC RE-hearsals every SATURDAY AFTERNOON AT MUDICAL FUND HALL, 3M o'clock, Engagements manchy addressing GEO BEE RASTERT, Agent No. 1281 MONTERET street, between Bace and Vine. 1 16 3m

SEVERBLY INJURED.—James Stradling, HYDE'S PATENT AROMA SAVING AND CONDENSING

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FOR HOTELS, GROCERS, HOSPITALS, Military Barracks, and all other establishments using

By this Machine the Coffee is SWEATED brown instead of being BURNED brown, thereby saving from 40 to 50 per cent more AROMA than when done in the

A PATENT TESTER is attached, which enables the operator to see when the Coffee is done Brown. CAN BE CHANGED IN A MOMENT INTO

A FRANKLIN OR AIR-TIGHT STOVE FOR HEATING PURPOSES. They work like a charm, ALWAYS giving entire

SATISFACTION. For particulars call or send for a circular, which con tains testimonials from many of the United States Rospitals,

First-class Hotels,

Now having them in use. Also, HYDE'S PATENT

AROMA SAVING AND CONDENSING

FAMILY COFFEE BROWNER. On the same principle, being in the form of a STOVE

COVER. Will suit any STOVE or RANGE. The Coffee is browned PERFECTLY UNI-FORM in a FEW MINUTES TIME. ONE POUND BROWNED in this Machine has about the SAME STRENGTH as two roasted in the usual way, BESIDES giving the Coffee in ALL ITS PURITY and FRAGRANCE.

HARDWARE, HOUSE-FURNISHING, AND STOVE STORES GENERALLY. MANUFACTURED SOLELY BY

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AT LOWEST MARKET RATES, AT

ALTER'S YARD. COAL

NINTH STREET,

BELOW CIRARD AVENUE.

BRANCH OFFICE CORNER OF SIXTH AND SPRING GARDEN STREETS.

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LEHIGH AND SCHUYLKILL COAL.

BY THE CARGO OR SINGLE TON.

Yard, Broad Street, below Fitzwater. Bas constantly on hand a competent supply of the above superior Coal, suitable for family use, to which he calls the attention of his friends and the public generally.

Orders left at No. 205 S. Fifth street, No. 32 S Seventeenth street, or through Despatch or Post Office, promptly attended to

A SUPERIOR QUALITY OF BLACKSMITHS COAL.

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COAL DEALER. S. W. CORNER BROAD AND CALLOWHILD STREETS,

PHILADELPHIA. None but the best WEST LEHIGH, all sizes, from the Greenwood Colliery, on hand, and for sale for CASH Also, ENGINE, HEATER, AND FURNACE COAL.

HATS AND CAPS.

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FASHION.

Small Profits. Quick Sales. HATS AND CAPS. NEWEST STYLES.

LOWEST PRICES IN THE CITY.

BOURNE. 128tutbs8m* No. 40 N. SIXTH STREET,

RAILROAD LINES.

ORANGE AND ALEXANDRIA RAILROAD.—
On and aner MONDAY, February 12 two cally trains will run between Washington and Linchburg, connecting at Gordonsvile with Viryinla Central Railroad trains to and from Richmond, as follows:—
MAIL TRAIN.

Leave Washington daily (Sunday excepted), at 6.45
A. M., and arrive at Lynchburg at 5.45 P. M.

Leave Lynchburg at 7 A. M and arrive at Washington at 5.25 P. M.

EXPRESS TRAIN.

Leave Washington daily (Incinding Sunday) at 6.05 P.
M and arrive at Lynchburg at 6.09 A. M

Leave Lynchburg at 6.20 r. M. and arrive at Washington at 6.10 A. M.

Both trains making close connections at Lynchburg for all points South and Southwest, and at Washington for North and Northwest.

First-class siceping cars will be attached to the night trains.

The road is attractive, not only for its comfortable

trains.

The road is attractive, not only for its comfortable accommodations, but for the fact that it passes the new listoric localities of Fairfax, Bull Run, Manassas, Bristoe, Catlett's. Rappahanuock, Culpeper, Orange, and Gordensville, places of unperishable interest in the Gordensville, places of imperishable interest in the popular mind.

Through tickets to all points flouth and Southwest may be had in Boston, New York, Philadelphia, and Baltimore, and at the offices of the road in Washington and Alexandria.

W. H. McCaffellty.

216

BEIDESBURG MACHINE WORKS,
No. 65 N. PROBT STREET,
PRILABELFILA.
We are prepared to fill orders to any extent for our
well known
MACHINERY FOR COTTON AND WOOLLEN MILLS,
not during all recent improvements in Carding, Spinning,
and Weaving.
We invite the attention of manufacturers to our extengive works,
ALFRED JEHES & SCH.

RAILROAD LINES.

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

GREAT TRUNK LINE
FROM PHILADELPHIA TO THE INTERIOR OF
PENNSYLVANIA. THE SCHUYIKHLI.,
SESQUEHANNA CUMBERLAND.
AND WYOMING VALLEYS.
WINTE B A: RASGEMENT OF PASSENGER TRAINS.
Leaving the Company's Depot, at THIRT+ENTH
and Allowhill Streets. Philadelphia, at the followtay hours.—

At 8:06 A. M. for Heading Lebanon Harisburg, Pottsville, Pineguve, Tamaqua Runbusy, Williamsport, Ennha Eccherter, Magara Falls, Bu. to Allentowe, while heaters Fittsfon, York, (ariste Chambersburg Hayerstewn etc. etc. Mis rain connects at READING with the East Penvivana Rai food trains for Alensown, e.c.; and with the Lebanon Valley train for Harrisburg etc.; PORT CLIN ON with Catawissa Railroa trains Williamsport, Lock Baven, Eimla, etc.; at H. B. M. B. h. with herthern Central, umberland Valley and Schuyiki, and Susquehanna trains for Northunberland Williamsport, York, Chambersburg, Pinegrove, e.c.,

Afternoon expresss

underland Williamsport, York, Chambersburg, Progrove, e.c.

Af' ERNOON EXPRESS
Leaves Philadelphia at 3 50 P. M., for Reading, Potavile, H frisbury, etc., connecting with Reading and Columbia Railread train for foliumbia etc. and with Catawisea Estrond train for Milton. Williamsport Elmits. Eufalo, etc.

READING ACCOMMODATION.
Leaves Heading at 530 A. M., stouping at all way stations, arrives in Philadelphia at 935 A. M.

Et urning, leaves Philadelphia at 430 P. M., arrives is Eensing at 750 P. M., arriving in Philadelphia at 120 P. M. Anterneon taking leave Harrisburg at 755 A. M. and Pottsville at 836 A. M., alriving in Philadelphia at 120 P. M. Anterneon taking leave Harrisburg at 755 P. M., arriving at Philadelphia at 225 P. M., and Downington at 125 P. F., Phradelphia and all way stations leaves Reading at 750 P. M., and Downington at 125 P. F., Phradelphia and all way stations. Leaves Reading at 750 P. M., and Downington at 125 P. F., Phradelphia and all way stations. Leaves Reading at 1750 P. M., and Downington at 125 P. M., and Philadelphia at 315 P. M.

Passengers for Downingtown and intermediate pom toke 500 A. M. and 420 P. M. trains from Philadelphia, returning from Downington at 755 A. M. and 750 Neon.

NEW YORK EXPRESS FOB PITTSBURG AND THE

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST

Leaves New York at 9:09 A. M. and 8:00 P. M., passing Reading at 10 A. M., and 1:48 P. M., connecting at Harristurg with Pennsylvania and Northern Centra Railroad Express Trains or Pittsburg, Chicago, Williamsport Elmira, Beltimore, etc.

Re urning, Express Train leaves Harrisburg on arrival of Pernsylvania Express from Pittsburg, a Sand 9:08 A. M., passing Reading at 4:69 and 10:52 A. M., arriving at New York at 16 A. M. and 2:45 P. M. Sleeping Canecompanying these trains throng between Jersey City and Pittsburg without charge.

Mail Train for New York leaves Harrisburg at 1:4 P. M. Mail Train for Harrisburg leaves New York at 12 Noon.

Trains leave Pottsville at 645 and 11 90 A. M., and 74 P. M., re turning from Tamaqua at 735 A. M. and 140 an 145 P. M. re turning from Tamaqua at 735 A. M. and 140 an 145 P. M. sc HUYLKILL AND SUSQUEHANNA RAILROAD. Trains leave Auburn at 735 A. M. for Pinegrove and Harrisburg, and at 150 P. M. for Pinegrove and Tremont; returning from Harrisburg at 400 P. M., and from Tremontat 700 A. M. and 500 P. M.

Through first class tickets and emigrant tickets to at the principal points in the North and West and Canadas. The 1010wing 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. SCHUYLKILL VALLEY RAILROAD.

COMMUTATION TICKETS.

COMMUTATION TICKETS.

At 25 per cent discount, between any points desires for amilies and firms

MILEAGE TICKETS.

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

SEASON TICKETS,

Fo three six nine or twelve menths, for holds only, to all points at reduced rates.

CLI RGYMEN

Residing on the line of the road will be surplished with cards, entitling themselves and wives to ticked at hall-tare.

EXCURSION TICKETS,
From Phi adelphia to principal stations, good for catuatay, Sunday and Monday at reduced fare, to be had only at the Ticket Office at Thirteenth and Callow-hill streets.

Goods or 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 6:60 i M for Reading Leonnon, Harrisburg, Pottsville. For Clinton, and all points becond.

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

OR NEW YORK.—THE CAMDEN AND Amboy and Philadelphia and Trenton Railroad Company's lines
FROM PHILADELPHIA TO NEW YORK and wsp places, from Walnut street wharl, will leave as follows viz.:—
PARE At 6 A. M., v.a Camden and Amboy Accommoda-At 6 A. M., v.a Camden and Amboy Accommoda-tion.

At 8 A. M., via Camden and Jersey City Express... 3-66
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 11-36 P. M. via Camden and Amboy. Accommodation (Freight and Passenger), 1st class ticket.

7-25

he 6-45 P. M. Line will run daily. All others Sundays

he 645 P. M. Line will run daily. All others Sundays excepted at 730 and 11 15 A. M., 3, 330, 430, 5 and 645 P. M., and 12 Midnight, for Bristol. Trepton, etc. at 7 A. M., 1950, 3, 5 and 6 P. M. for Cornwells, Torrisdale, Ho meaburg. Tsomy. Wissinoming. Bridesburg and Frankford, and at 8 P. M. for Holmesburg and interinediate Stations.

Bellvidere 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 730 A. M. and 330 P. M.
Lines From New York For Philadelphia.

Will leave from foot of Cordiand street
At 12 M. and 4 P. M., via Jersey City and Camden.
At 7 and 10 and 115 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. 35, 1866. WILLIAM H. GATZMER, Agent

WEST JERSEY RAILROAD LINES,—
Daly, except sundays
Fall AND WINTER ARRANGEMENT,
Commencing WEDNESDAY, November 15, 1863.
For Bridgeton, Salem, and all Stationson Wost Jersey
and Salem Ballroads, at 9 A. M. and 3230 P. M.
Fo. Miliville and all Intermediate Stations, at 8 A. M. Fo. Miliville and all intermediate Stations, at 9 A. M and 3 k. M.

For t ape May and intermediate Stations at 9 A. M. to Miliville, contecting with Freight Train Passenger Christian Contecting with Freight Train Passenger Christian Passenger Christian Passenger Christian Christian Passenger Christian Christian Passenger Christian Chr

Office No. 5 Wamut street

1865 —PHILADELPHIA AND ERIP
RAILBOAD.

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

TIME OF Parthen Gerthalins at Philadelphia
Arrive Eastward—Frie Mail Train 100 P. M.
Leave Westward—Frie Mail Train, 720 P. M.
Leave Westward—Erie Mail Train, 720 P. 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 500 P. M., arrive at Frie at 3.77 A. M.
Leave New York at 500 P. M., arrive at New York 1: 5 P. M.
Ko chauge of cars between Erie and New York 1: 5 P. M.
For information respecting passenger business, apply
at THRITETH and MARKET Streets, Philadelphia.
And for freight business of the Company's Agents—
S. R. Kingston, Jr., corner THIHTEEN-Tt and MAR
KET Streets, Philadelphia; J. W. Reynolds, Erie; Wil
iam Brown, Agent, N. C. & L. Baltimere.

H. H. HOUS! ON, General Tricket Agent, Philadelphia
H. W. GWINNER, General Ticket Agent, Philadelphia
H. W. GWINNER, General Superintendent.

FLAGS, FIREWORKS, &c.

J. McG U I G A N Importer and Wholesale Dealer in PANCY GOODS, NOTIOES, ETC. FIREWORKS, FLAGS, Etc MATCHES AND BLACKING, NO. 2 STRAWHERRY STREET, Stree above tecong between Market and Unesn'd t PRILADRIPHIA:

A The same of the

RAILROAD LINES. PHILADELPHIA, WILMINGTON, AND BAL TIME TABLE.—Commencing MONDAY. January 8, 18t6.—Trains will leave Deput, cerner of BROAD Street and Washington at 408 A. M. (Monday excepted), for Ballimore and Washington, stopping at Wilmington, Ferryville, Have-de-Grace Aberdsen, Perryman's, Barnolia and Stemmer's Run

De aware Rel'road Train at 8:18 A. M. (Sunday excepted), for Sallsbury, Milford, and intermediate stations. De aware Reivord Train at \$15 A. M. (Sunday excepted), for Sellsbury, Milford, and Intermediate stations.

Way Mail Train at 9 15 A. M. (Sundays excepted), for Baitimore stopping at Cleaster, Thuriow, Linwood, Claymont, and all regular stations between Wimington at Claymont, and all regular stations between Wimington at Claymont, and all regular stations between Wimington at Claymont, withington, stopping at Cleater Claymont, Wimington, Sewark, Ekton North-east Pertywile. Havre ac Grace, Aberdeen, Perryman's, Migholis and Stemmer's Rop.

Night Express at 1145 P. M. for Baltimore and washington, stopping at Chester Thuriow, Linwood, Caymont, Wimington, Newark, Ekton, North-east Pertywile and havre de-Grace.

Fassensers by Beat from Baltimore for Firkess Migholis, 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 Through Tickets for Baltimore, Washington and Southern points, a Special Car will leave the Philadelphia and the Morning 1 spress Train from New York.

WILMID GTON ACCOMS OD ATION TRAINS

Stopping at all Stations between Philadelphia and Wilmington.

Leave Philadelphia at \$15 and 1115 a. M., and 3:30, 5:00, and 7:00 P. M. The 2:30 P. M. train connects with Delaware Baltimora of thillord 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 \$15 A. M., 23:00 and 5:00 P. M.

HEGE BALTIMORE TO PHILADELPHIA.

Leave Chester at \$01, 8:58, and 10:14 A. M., and 12:26, 3:45, 5:01, 5:44 and 10:29 P. M.

EROPESS Train at 4:05 A. M., Way Mallt; 1:10 P. M., EROE BALTIMORE.

Leave Chester at \$01, 8:58, and 10:33 A. M., and 4 P. M.

Leave Chester at \$01, 8:58, and 10:34 A. M., and 4 P. M.

Express 5:35 P. M. Express 22 P. M. Express.

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

Leave Chester at \$02, A. M., 23 and 11:50 P. M.

Leave Chester at \$03, Batimore a

Express Train at 405 A. M. for Baltimore and Wash-ngton, stopping at Wimington. Perryv ile. Havre-de-frace, a berdeen, Perryman's, Magnolia, and Stemmer's Sign. Species, Perryman's, Magnolia, and Stemmer's Run.

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

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

Leave Baltimore at 9-25 P. M., stopping at Havre-de-Grace, Perryville, and Wilmington. Also \$7598 at Elkton and Newark (to take passengers or Philadelphia and leave passengers from Washington or Baltimore) and chester to leave passengers from Baltimore or Washington.

ington.

A special 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 s ations a '04 P. M.

H. F. KENNEY, Superintendent.

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 NORTH PENNSYLVANIA RAILROAD, Depot, THIRD Street above Thompson.
For BETHLEHEM, DOYLESTOWN, MAUCH CHUNK, EASTON, WILLIAMSPORT, and WILKES BARRE.
At 730 A. M. (Fxpress), for Bethlehem, Allentown, Mauch thunk, Hazleton, Williamsport, and Wilkesbarre.

At 730 A. M. (Fxpress), for Bethlehem. Allentown, Mauch thunk, Hazieton, Williamspett, and Wilkesbarre.

At 330 P. M. (Express), for Bethlehem, Faston, etc., reaching Faston at 6'45 P. M.

At 5 15 P. M. for Bethlehem, Allentown, Mauch Chunk, Danville and Williamsport
For Doylestown at 835 A. M., 2'30 and 4'15 P. M.

Eon 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: ity
Passenger Cars run direct to the depot.

TRAINS FOR PHILADELPHIA.

Leave Bethlehem at 6'25 A. M. and 10'92 A. M., and
615 P. M.

Leave Doy estown 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.

Philadelphia for Doylestown at 3 P. M.

Philadelphia for Doylestown at 3 P. M.

Bethlehem for Philadelphia at 720 A. M.,

Bethlehem for Philadelphia at 720 A.

FIRIND Street or BERES Street.

SELIES CLARK. Agent

I REIGHT LINES FOR NEW YORK AND

althe Stations on the CAMDEN and AMBOY and
connecting Eniroads. Increased despatch.

THE CAMIED AND AMBOY RAILROAD AND
TRANSFOR ATION COMPANY FREIGHT LINES
for New York will leave WALNUT Street Wharf at 5
o'c cek F. M., daily (Sundays excepted).

Freight must be delivered before 4h P. M., to be forwarded the same day. Returning, the above kness will
leave New York at 12 noon, and 4 and 8 P. M.

Freight for I renton. Princeton. Kingston New Brunswick, and all points on the Camden and Amboy Ballroad; also, on the helvidere. Delaware and Flemington; the New Jersey, the Freehold and Jamesburg, an
the Eurington and Mount Holly Rai roads, received and
forwarded up to 1 P. M.

The Belvidere De aware Hallroad connects at Phillipsburg with the Lebrish vs ley Hallroad, and at Manunkachunk with all points on the Delaware Lackawanna,
and Western Railroad, forwarding to Syracuse, Buffalo,
and other points in 'vestern New York.

The New Jersey Rai road connects at Elizabeth with
the New Jersey Centra. Railroad, and at Newark with
the Norris and Essex Railroad

Ashp memorandum, specifying the marks and numbers shippers and consignees must in every instance,
be sent with each load of goods of no receipt will be
given. Increased facilities have been made for the
transportation of Live Stock. Drovers are invited to
try tile route. When stock is furnished in quantities of
two cas-load, or more, it will be delivered at the foot
of Forlieth street near the Drove Yard, or at Flor No.
1 Forth river as the shippers may des gnate at the time
of shipment. For terms, or other Information, apply to
WALT! R FREEMAN F. eight Agent.

DHILADELPHIA, GERMANTOWN, AND

PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD.
On and atter WEDNESDAY, November 1st, 1865, until Further Notice.

8 P. M. The 5% P. M. trpin will stop at Behool Lane Wissahick on, Manayunk, Saring Mill, and Conshohocken only.
O'N SCNDAYS.
Leave Philadelphia 9 A. M., 2% and 7 P. M.
Leave Norrislown 7 A. M., and 5 P. M.
Leave Philadelphia 5 & 35 minutes, 11 65 A. M., 13, 3,
4 S. M. S. S. S. S. S. Mill M. M.
Leave Manayunk 5%, 7%, 5 28, 9%, 11%, A. M., 2, 5 %
6% F. M.
ON BUNDAYS.

Leave Philadelphias A. M. 216 and T.F. M.
Leave Philadelphias A. M. 216 and T.F. M.
Leave Mgrayunk Tk A. M. 38. and S.F. M.
W. S. WIL ON, Centeral Superintendent
Depot NINTH and GEREM Streets