THE DAILY EVENING TELEGRAPH .- PHILADELPHIA, TUESDAY, MAY 1, 1866.

1.1

INSURANCE COMPANIES

THE DETROIT FIRE.

The Detroit and Milnankee Depot in Bains-A Steamer Burned to the Water's Edge-Appalling Loss of Life-A Whole Passenger Train Destroyed-Immense Loss of Property-Origin of the Fire, Etc.

From the Detroit Free Frees, April 27.

The alarm was brst given about 10 o'clock, by the heavy whistle of a steamboat sounding first fire I fire! which was immediately followed by the bells of the c ty, and the lurid flames, at the same time, shooting high into the air, lighted the streets for squares around, and brought the steamers to the spot. The streets in the vicinity were meantime filling up with dense crowds of people, attracted by the magnitude of the conflagration.

Buge, lurid flames, forking and branching out in all directions, shot upward, wrapping the surrounding buildings in their terrible embrace, then roiling and roaring like some gigantic Cyclonean force, from which a dense volume of smoke rolled off, gemmed and spark-ling with cinders and embers of the combustible materials fed upon. Streams of water were poured into the burning pile, but without pereptible effect for some minutes, and attention. in the meantime, was called to the necessity of saving the adjacent buildings on Atwater street. the entire row of houses between Brush and Baubien streets being saved with difficulty.

ORIGIN OF THE FIRE,

The most contradictory rumors are alloat as to the origin of the disaster. From a statement made to our reporter by one of the workmen on board the Windsor, we believe the following to be the real facts. This workman states that he was in the treight depot of the Detroit and Milwaukee Raifroad, taking a drink of waler, when he heard some hing like an explosion behind him. Turving around to ascertain its meaning, he saw that out or some other liquid material was cozing from a barrel or cass, and was on fire. He went on board the boat, and soon alterwards heard the starting cry of "fire ringing throughout the length and breadth of the depot.

RAPIDITY OF THE SPREADING FLAMES.

So rapidly did the terrible element spread that almost the entire length of the freight depot along the dock was on fire before the engines were fairly on the ground and at work, and from the first it was seen that the most that could be done was to consule the me to the depot buildings, and this was done with the greatest duffculty and most heroic exercions on the part of the Brence. It seemed at one time that the large brick building containing the Superinten dent's and other offices might be saved, but when the roor of the adjoining buildings fell, in adding iresh tuel to the flery turnice below, with the dripping pitch and cement of the root ing composition, which, dropping in hot globeof fire, spread and expanded into tongues of fire and volumes of flame that devoured all before it, and overcame the efforts of three steamers in full play upon and around it, the hope was

BUBNING OF THE PASSENGER TRAIN. The night express on the Detroit and Mil-watkie road had been "made up," and was wat-ing in the depot for the engine. There were two passenger coaches, a steeping car and baggage car inside the building. The sleeping car was partly occupied by passengers, some of whom had retired to their berths. When the startling alarm that the depot was on fire was given, the wildest consternation prevailed on board the train. A man rushed through the cars arousing the sleepers, all of whom made a rush for the doors, pushing and jamming, shricking and cursing, the stronger overcoming the weaker and trampling them under toot. Those in the sleeping car pushed forward to the forward coach, where they were met by those in the latter going the opposite way. Meantime the flames, like a thousand hissing serpents, were coll-ing their way around the root and rafters, licking their way among posts and pillars, and enveloping the doomed train within their liery folds. Dense volumes of smoke rolled through the avenues, and, with their demon sister, fire, presented a trightful picture of impending doom to the mantic crowd struggling for egress through the narrow apertures of escape. Many rushed to their assistance, and as fast as one or more emerged, they were forcibly thrown from the platforms to make way for those following close behind. The flames came crackling on, and soon the rear end of the sleeping car took fire, while several passengers were yet inside, begging and imploring for aid. The win-dows were smashed in, and one or two rescued through the opening thus made, but the rapidity with which the flames advanced drove away all further assistance, and it is feared that several perished. It is almost certain that one poor old man, infirm with years and sickness, and another, Heaven forgive, was in a beastly state of intexl-cation, perished in the flames. Whether there were others lost cannot as yet be ascertained as, in the tright and confusion and hurry to escape, but little attention was paid one another. So rapid was the progress of the fire that some of the later ones in the sleeping cars escaped only partially clothed. They were completely stupelied and bewildered with the suddenness of the outburst.

plunged-into the water, very many of them to meet quite as certain but less terrible fale. The most urgent appeals were made by the mate to them to keep cool, but as well might he have attempted to quiet the roaring flames with a thumble full of water. Some of the crew, who were asleep on the boat, were aroused too late to reach the deck, and more than one man was seen to starger wildly toraroused too late to reach the dock, and more than one man was seen to stagger wildly for-ward for a second, and then fall headlong into the boiling cauldron. The assistant cook, named Thompson, slept in the hold, and as he bas not since been scen, it is supposed that he was sufficient a forman, named Freeman, who was also asleep in the hold, has not since been heard of. Among those belonging to the boat's orew, reported to us as missing, are Cyrus Thompson, second cook; James Stephenson, deck hand; Robert Freeman, porter; George Freeman, fitcman; Hayden Parker, porter; Richard Mason, porter; Alexander Watson, por-ter; "Big Robert" (colored), deck hand; Richard Fitzpatrick, cabin boy; "Little Cooke," deck hand. Those who had assembled on the dock, pear the toot of Randolph street, describe the shrieks and appeals of those in the water, for nid, as truly heart-rending. As soon as possible some boats were got out, and many instances of some boats were got out, and many instances of individual heroism were performed. Among those worthy of mention were the gallant ef-forts of the seamen on board the revenue cutter Sherman.

John Sherman. At latest reports the following workmen, all of whom resuled in Windsor, were missing: Alexander Moncar, foreman of one of the games; J. Mason, J. Bishop, Neil Henderson, C. Butler, William McMaster, James Fisner, Jeremiah Neil, Patrick Sheerer, Patrick Maroonav, M. Tierney, F. Chase (colored), L. Lynn (colored), D. Mc-Crae, James Brocker, and Thomas Wilson. Most of the above have wives and families in Windsor and other a ljaceat Canadian towns. The grief of the bereaved women and children, as they stood on the dock y-sterday afternoon watching for those who would come no more, was painful to witness. was painful to witness.

TEAS, &c.

	1 LAS, 20,
TEAS RE Ten Ware	DUCED TO \$1, AT INGRAM'S house, No 43 S. SECOND Street.
	COFFEE REDUCED TO 30 CTS AM'S Jea Warchouse No. 438 SEI OND
40°; BEST	T MILD COFFEE, AT INGRAMS rehouse, No 438, SECOND Street.
TEAS AN	D COFFEES AT WHOLESAL INGRAM'S Tea Warehouse, No. 41 s et. Try them.
GREEN C	OFFEES FROM 22 TO 28 CTS, A t INGRAM'S Tea Warehouse, No. 43 8 ect. Try them. 142
	WALL PAPERS.
PAPER	HANGINGS,
FRANC	IS NEWLAND & SON,
No. 52	North NINTH Street
WALL PAI	PERS,
W	INDOW SHADES,
4.5 lm]	DECORATIONS, ETC.
ST	OVES RANGES &o.
CULV	ER'S NEW PATENT
~	DEEP SAND-JOINT
нот.	AIR FURNACE.
RANG	GES OF ALL SIZES.
	EGAR'S NEW LOW PRESSURE AM HEATING APPARATUS.
FOU BALE 545	BY CHARLES WILLIAMS, No. 1152 MARKET STREET,
1	LEGAL NOTICES.
	RPHANS' COURT FOR THE CITY
	VIALS OF FHILADELPHIA. Fstate of LAMB'S Minors r appointed by the Court to mudit, Settle Orst and fine account of O. W. DAVIS

INSURANCE COMPANIES	MEDICAL.
DELAWARE MUTUAL SAFETY INSURANC	VOX POPULI.
COMPANY, COMPANY, INCORFORATED BY THE LEGISLATURE FENN& YLVANIA 1835. OFFICE 8. E. CORNER HHED AND WALNU BYREY'S, PHILADELPHIA. MARINE INSUBANCE	WRIGHT'S TAR SYRU PRINCIPAL DEPOT,
ON VESSELS. CAEGO, FREIGHT To all parts of the w	No. 771 South THIRD Stre
INLAND INFURANCES On Goods by Biver Canal. Lake, and Land Carriage all pars of the Union. FIRE INSURANCES On Merchandlise score by	Frice, \$1.00 per Bettle; \$5.00 for half-a-doze The undersigned chizens take pleasure in cheer reconmendies the me of Wright's Tar Syrup cougle, colds, consumption, whooping-cough, apo
On Stores, Dweiling Houses, etc. ASSETS OF THE COMPANY Nevember 1, 1865. \$100 000 United States 5 per cent. ioan. 71	 lever, iver comparint, pains in the breast, roned infan mation and restriction of air vesses as in the latent, Swall and Statent, Swall a
25.000 Feiners vania Hairoad Second Mort- Esse Pix Fer (en) Bonds	F. W. Heward No 1 Dock street H. C. 1 art ett No. 1278 ccond street.
15,000 340 Shares Stock Germanown Gas Company principal and interest supraniesed by the tity of Phus-	L. Bates No. 65 arch street Allern Martin No. 417 S. Second street. Mary Caldwell No. 1:32 Sanson street. W. Thomsa. 50.59 N. Fourth street. T. M. (arthy So. 1:9 E. retu's alley.
7,150 Ha + hares Stock Fennsy va. is Rall- roid : ombany	George Wison No. 226 Mace street. W. F. Broozs, No.65 North Second street. M. J. Fassertt No. 119 (wnal street. S. Street The Parallelop
49.000 Denosit with United States Govern- ment subject to ten days' cal	Clar is Edgers, No. 22 South street. E. T. We has on, second and Quarry streets I. F. Chemas No. 128 South first street. William Earns, No. 5)5 South Fronts reet. S. S. Sanford, Opera Menager. John Magamb rear of No. 104 North Second street
el 020,850 Par. Market value	Mrs. S. R. Choate, Newark Del. Mr. William & Wr ghtz- Binz-We take themare in recommending your STRUP to which we have thready solid consider auguittees as a most excelent and efficiency of for the completion set forth in your printed bill and submitted to the pablic. As a statifying set to suff hum anity we will cheerin by recommend your pre- tion to all afficted with diseases which is a design cure. Yours, etc., DHKS & SON, Druggistic N, E, corner Tine and Sixth size
Cush in Drawer 678 48 \$6,635 \$7	For mealsont JOHNSON, HOLLOWAY & COWDEN'S, DYOTT & CO.'s.
LIEFOTOPS	A nd all principal Druggis a ano Dealers.
John C. Davis, Samuel B. Stokes, J. F. Fenistan Heary Sions, Dino L. Sonder, Heary Sions, John K. Fenross, John K. Fenross, B. William G. Boulton, John K. Fenross, B. William G. Boulton, B. William G. Boulton, B. B. Stokes, Heary Sions, B. Stokes, Heary Sions, B. Stokes, Heary Sions, B. B. Stokes, Heary Sions, B. Stokes, B.	The subscriber would beg leave fur her to say he is prepared to fill orders at a forward the syr any part of the country. For one destring other in a for iy nail will no one a postere sharp and an will be returned as soon as the existences of bus will be returned as soon as the existences of bus will be in a different
Benry C. Labett, Jr., James C. Band William C. Ludwig, Jacob P. Jones Jacob P. Jones Jacob P. Jones Jacob P. Jones Jacob P. Ja	270 No 771 S. THIED Street Filmdelphia.
Joerps H. Seal, George C. Leher, Bush Craig, John D. Taylor, John D. Taylor, John D. Taylor, John D. Taylor,	LIQUORS.
Hush Craig. Rober Eurren. John D Taylor. HENET LTLEUEN, Secrétary. HENET LTLEUEN, Secrétary. 215	CHESNUT GROVE WHIS
NORTH AMERICAN TRANSIT	No. 225 North THIRD Street. If anything was wanted to prove the absolute, of this Whisky, the following certificates should
INSURANCE COMPANY,	There is no alcoholic stimulant known commanding eccum endation t cm such high sources
No. 133 South FOURTH Street	FULLADELIHA, September 9 We have carefully tested the sample of (HE) GLOVE WHISKY which you send us, and flue t contains NONE OF THE POPONOUS SUBSTANCE AND
FHILADELPHIA. Annual Policies issued against General Accidents	stant on which is the characteristic and injurio gredient of the whiskies in general use. BOOTH, GARRETT & CAMA
all descriptions at exceedingly low rates. Insurance effected for one year in any sum from \$10 to \$16,000, at a premium of only one-half per cent. securing the full amount insured in case of death, and	Analytical Chem NEW YORE, September 3 1 1 have snalyzed a sample of CHESNUT G V HISKY received from for Charles Wharton. I histochait and having carefully thered it.
a compensation each week equal to the whole pre- mium paid. Short time Tickets for 1, 2, 3, 5, 7, or 10 days, or 1, 3, or	OR DELETERIOUS substances. It is an unusually and line-fravored quality of whisky, JAMLS R. (HULTON, M. J
6 months, at 10 cents a day, insuring in the sum of \$3000, or giving \$16 per week if disabled to be had at the General Office, No. 102 S. FOUETH Street. Phi adel- phia, or at the various Railroad Ticket offices. Be sure	Analytical Cher Bosros, March 1. I have made a chemical analysis of commercia ples of CHESNUT GLOVE WHIPKY, which pro
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	ic irre from the heavy Fusil Olis, and periectly pur unsculterated The fire flavor of this whisky is d from the grain used in manufacturing it Respectfully, A. A. HAYES, M. I State Assayer, 20, 16 Boyiston str
Company.	For sale by herrel, demilohn, or bottle, at No. 226 THIED Street Philadelphia.
LEWIS L. HOUPT, President. JAMES M. CONHAD, Treasurer, HENRY C. BROWN, Socre ary, JOHN C. BULLITT, Solleitor, I. L. Houpt, late of Pennsylvania Ballroad Company	M. NATHANS & SOL IMPORTERS OF
L. L. Houpt, late of Pennsylvania Railroad Company, M. Baird of M. Baidwin & Co.'s. Samuel C. Palmer (ashier of Commercial Bank, Richard Wood, No. 309 Market street James M. Conrad, No. 623 Market street, J. E. Kuwaley, iontinental Richa	BRANDIES, WINES, GINS, E
James M. Conrad, No. 623 Market street. J. E. Kingsley, (onlinental Hote) H. G. Leisenring, Nos. 237 and 239 Dock street. Samuel Work of Work, McCouch & Co. George Martin, No. 322 Chesnut street. T 35	No. 19 N. FRONT STREET,
George Martin, No. 322 Chesnut street. N 35 1829-CHARTER PERPETUAL	PHILADELPM MOSES NATHANS, HORACE A. NATHANS, ORLANDO D. NATHANS,

MEDICAL.	RAILROAD LINES	
YOX POPULI.	PHILADELPHIA, WILMINGTON, AND BAL-	
WRIGHT'S TAR SYRUP. PRINCIPAL DEPOT.	TIMORE BALLSAN TIMORE BALLSAN TIME TABLE, Communcing MONDAY Appl 16 1866 Trains will leave lept corner of EROAD Succet and WASHING-	
No. 771 South THIRD Street Price, \$1:00 per Bettle; \$5:00 for half-a-dozen.	Express rain at 415 A. M. (Mondays sreen'ed) for Estimore and Washington stopping at Chester. Wil- mington Nevark, likt n. Norths art, Perryville, Havn- de Grace Aberdeen, Perryman's, Magneins, Chase's and Strumer's Hun	
The undershard chizens take pleasure in cheerruly conmencies the me of Wright's Tar Syrup for Cuglas colds, consumption, whooping-cough, sported wir, iver comparist, patients in the breast, romchick, at an mation and restriction of air vesses in the lungs, it. 'Let mit of thould be in every family i- Charles C. Wiron Forner's Press office, Charles C. Wiron Forner's Press office, Charles C. Wiron Forner's Press office, Charles C. Wiron Forner's Press office, Charles C. Wiron States and the comparison of the charles of the comparison of the charles are charles of the charles the charles are of the comparison of the charles are of the charles to the charles are charles to the comparison of the charles are charles to the comparison of the charles are charles to the comparison of the charles are of the charles to the charles are the color theory is a constant are the color of the constant are the charles are the color of the constant are the color of the constant are the charles are color theory is a the constant are the color of the constant are the constant are constant of the constant are the constant of the constant are the const	 Way Wall Train at \$15 A. M. (Sundays excepted), for Eatimate microsoft at all regular stations between Phil- lacet phis and Faitheor. Delaware Raincoad Train at \$ A. M. (Sundays excepted), for Eatimate and raincoad Train at \$ A. M. (Sundays excepted), for Eatimate and the statistic and intermediate static at a statistic and the statistic and intermediate statistic and the statistic and intermediate statistic and the statistic and intermediate statistic and the statistic and the statistic and intermediate statistic and the statistic and the statistic and the statistic dimeters and Washington a orphus at heatst, Claymont, Washington, Newbras, Fikton, Northeast Perryville, Have de Grace Aberdeen, Perryman's, Edgewood Mag nolis, these's such statistics of the statistic and Washington, and the statistic and statistic and the statistic and Washington, and the statistic and statistic and the statistic and Washington. Aght trappers at 11 P. M. for Baltimore and Washington. Aght trappers at 11 P. M. for Baltimore and Washington. Terretisters by Boat from Ba'thmore for treast Mon- roe Norisik. City Point, and Richmond, will take the 1140 A. M. (a). Terretisters by Boat from Ba'thmore and Washington. Terretisters by Boat from Ba'thmore and Wi	
 William Elarns, No. 515 % cuth Fronts rect. S. S. Sanlord, Opera Manager. John Magambis rear of No. 104 North Second street. Mrs. S. R. Choate, Newark Del. dr. William B. Wr ghis- Sin :- We take thesaure in recommending your TAR YLUP (of which we have already solid considerable) 	TRAINS FOR BALTIMORE Leave Chester at 4 0 and 8 51 A. M., and 3 36 P. M. Leave With instant at 22 and 935 A. M. and 415 F. M. Freight Trains with Passenger Cars attended will carso 86 follows 2- With instant for Petry vide and intermediate	
us illical as a most exceler, i and effications removy or the contributinaset forth in your printed bill alreary ubmitted to the public. As a startying set to suffering us anty we will cheers it recommend your prepara- on to all affected with diseases which is a designed to	in terms at out r. a. Determore for inwreste Grace and in terms diske staffors at 45 F. M. Perryville for Wil- norrated and in ernestate stations at 5'00 i. M. con- necting at Wilmington with 8 A. M. train for Philade- phia.	
ure. Yours, etc., DHES & SON, Druggasts, N. E. corner Fine and Sixth streets. For sa'e also at JOHNSON, HOLLOWAY & COWDEN'S, DFOTT & CO.'s, And sil principal Druggis, a mo Dealers.	SUNDAY TRAINS. FROMES TRAIN at s10 A. M. fer Haltmore and Wash- ington stopping at thestr, Wilmin ton, Newark Els- ton, Northeast Perryville Havre-de-Grace, Aberdeen, Fert min's Magno la, Chass's and stemmer's Ran. Night Express (1 P. M. for la theory and Washington, recording stations, at 1390 P. M. for Wilmligton and Intermediate stations,	
The subscriber would beg leave fur her to say that te is prepared to fill orders and lorward the syrup to iny part of the ccun ry. For one destring other infor nation by mail will inclose a postere sharp and snewers will be returned as soon as the oxigencies of business will address	PAL'IIMORE FOR PHILADELPHIA. LEAVE Ealthrore at 525 P. M. scorping at Havrs-de- Crate Penyville, and "A Humpton. Also 8 one at Eik- ten and Newark (to take passengers for Philadelphia and leave passengers from Washington or Haltmore) and there to leave passengers from Ealtimore or Wash- Incton.	

er would beg leave fur her to say that to fal arders and loward the syrup to ccun my. For one destring other intor will have see a posisive shaup and answers d as soon as the exigencies of business three. WILLIAM B. WRIGHT, 771 S. THIED Street FEPadelphia, Pa.

LIQUORS.

was wanted to prove the absolute purity

, the fillowing certificates should do it bolic stimulant known commanding such on t cm such high sources :--THILADELI HIL SOURCES --THILADELI HIA, September 1 1808 arefully tested the sample of CHEANUT SK3 which you send us, and floo that if cof the redexonts substance known as ich is the characteristic and injurious in a whiskies ingeneral use. BOOTH, GARRITT & CAMAC, Analytical Chemists.

NEW YORE, September 3 1858, lyzed a sample of CHESNUT G/OVE elved from air charles Wharton, Jr., of and having carefully tested it, I am to that it is entire y FREE From FORSONOUS of substances. It is an unusually pure red quality of whisky. JAMES E. CHILTON, M. D., Analytical Chemist.

Boston, March 7, 1859

 Ball (Lessnit) street, will receive at sention

 TFAINS LEAVE : EFGT VIL :-

 Mail Train

 Paths Line

 Fast Line

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 Parkelburg

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 Mail Train

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 BOSTON, March 7, 1859. a chemical analysis of commercial sam NUT GLOVE WHINKY, which proves to be heavy Fusil Olis, and perfectly pure and The fine flavor of this whisky is derived used in manufacturing it pectrally. A. HAYES, M. D., State Assayer, No. 16 Boyiston street.

terrel, dem ijohn, or bottle, at No. 226 North F hiladeiphia. 8 3 THANS & SONS,

MPORTERS OF ES, WINES, GINS, ETc.

Incton. Accommodation Train from Wi mington for Philadel-phis and intermediate stations at 5 °0 F. M. 4 16 H F. KEANI Y. Superintendent.

will be at the risk of the owners, unless taken by special contract TICKET OFFI. E8 Have been opened at No. 621 Chernut street, Continen-tal Hotel, and Girard House, where Tickets may be pro-our, d to all important points in Pennsylvania, as well as the West Northwest and Southwest; and all particu-lars given as to time and connections by JOHN C. ALLEN. Ticket Agent. The Ticket Office at West Philadelphis will be conti-puted as heretoicre, where all information rescetting routes, as well as Tickets, can be had on application to THE MASS H PARKE. An Emicrant Train runs daily (exceed Sunday). For full particulars as to fare and accurueda.fors. apply to FR * NCIS FUSK, 3 12 No. 137 DOCK Street.

BREIGHT LINES FOR NEW YORK AND

No. 1. North Ever. as the shippers may design to a first state of the state of the

of shipmont. For terms, or other information, apply to WALLER FRFES N. Freight Agent. 11 1 No. 200 S. DELAWARE Avenue. Phi adeiphia

DHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD on and after WEDNESDAY, November 1st 1865, unr

Bave Constant Hill 749 minutes A. M., 1240, 540, and FC B CONSHOHOCKEN AND NORRISTOWN.
 Leave Philadelphia 6, 836 minu es., 1145 A. M., 18, 1
 5%, 6%, 805 minutes, and 115 P. M.
 Leave Notristown 5%, 7, 7:0, 9, 11 A. M., 18, 4%, 6, and 8 P. M.

8 P. M.
The 5^M P. M. train will stop at Schoel Lane Wissen theory in the second second

% F M. ON SUNDAYS. Leave Philadelphia P & M., 2% and 7 P. M. Leave Manayunk 75 A. M. 5% and 8 P. M. W. S. WILSON, General Reperintender. Bepot NINTU and GREEN Stree

READING RAILBOAD GEEAT TRUAR LINE. FOM FHILADELFHIA TO HE INTERIOR OF FENSIVINANI THE SCHUYLARIT, SUNDER I ANA. I MEFRLAND, ADD WYDMING VAL-INF, THE SUETH, NORIAWEST, AND THE CANADAS.

RAILROAD LINES.

7

SUMMER ARRANGEMENT OF PASSENGER BAINS. Leaving the Comolog's Depot, at THIRTFENTH and CALLOW HILL Furces. Thiladelphis, at the following

CATTOWHILL Streets Thirdelphis, at the following bound the second streets and streets and

ⁿⁿ Philade phin at 9, 11 15 A. M., 4 39 6, and 11 39 The 4 30 P. M. train connects with Delaware ad or Harrington and intermediate stations, we W Emiligion at 6 45 8 and 0 30 A. M., 4 and 6 30 ns for New Castle leave Philadelphia at 9 A. M.,

 And Pilesquebanna trains for Northanner-into, Wultamport, York Chambersburg, floegtove, etc. a FIERNON FXPRE'88.
 Leaves Pullacetplata a 580 P.M., for Reading Polis-ville, Harrebury, etc., compating with Reading and Columbia Rai road tamis for Caumbia, etc.
 RFADING ACCOMMODATION.
 Leaves Leading at 60 A.M., attourne at all way sta-tions, attiving at Philadelphia at 580 A.M.; arrives in Reading at 530 A.M., attourne at all way sta-tions, attiving at Philadelphia at 580 A.M.; arrives in Reading at 530 A.M.; attourne at 120 A.M.
 Trains for Philadelphia at 580 A.M.; arrives in Reading at 530 A.M.; attributes at 120 A.M.
 P.M. Affermoon trains leave Herbiladelphia at 705 P.M.
 P.M. Affermoon trains leave Herbilatelphia at 240 P.M.; Potswille at 245 P.M., arriving in Philadelphia at 705 P.M.
 Leaves Keading at 535 A.M. and Harrisburg at 736 A.M. and Harrisburg at 520 P.W.
 Sarket train with passenger car stlached, leaves Philadelphia at 12 45 for for Beading at: a 18th iont, leave Scending at 136 A.M. and Downiostowa at 1230 P.S., for Philadelphia at at 40 W.M. and avg sai ins Altite above rains run daily, undays excepted.
 Stract train flow A.M. and Downiostowa at 1230 P.M. CHES ER VALLEY RAILPOAD.
 Passencers for Downing, wn and Intermediase points take the 500 A.M. and 500 P.M. and Phil-inde phia at 216 P.M. Leave Thiladelphia for Reading at 560 A.M. and 560 P.M. traits from Phila-folde phia. At 136 A.M. and 140 Philadelphia at 216 Philosoftow at 55 A.M. and Altite subove rains run daily. NEW YORK EXPLESS FOR PITTSBURG AND THE

NEW YORK EXPLESS FOR PITTSBURG AND THE WEST Lerves New York at 9 A M., and 6'00 P M. bassing beading at 1'30 A. M and 1'45 r M. and connecting at Harriaburg with Penns vania and Northern Central Ralload express trains for Pittsburg, Chicago, Wil-liemsfort Finita Entrance etc. Externing, express train lowes Partisburg on strival of the Pennsylvania express from Pittsburg, at 3 and 5'fo A M. resemp Reading at 449 and 10 5'A M. and arriving in New York at 10 A. M and 245 P. M. Slopp-ing cars account any these trains through between Jorsey (ity and Pittsburg with contenance. A mail train for New York leaves Harrisburg at 200 P. M. Mail train for Harrisburg leaves New York at 12 M.

F. M. Mail trair for Harrisburg leaves New York at U.M. SCHUYLKHL VALLEY HAILROAD. Trains leave Pottsville at 7 and 11:30 \. M. and 7:15 F. M. returning from Tamaqua at 7:35 A. M. and 1:40 end 4:15 F. M. Schurz (1998) and 1:40 end 4:15 F. M. Schurz (1998) and 1:40 end 4:15 F. M. and 1:40 end 4:15 F. M. and 1:40 end 4:15 F. M. and from Trainsleave Auburn at 7:50 A. M. for Finegrove and Harrisburg, and 1:50 F. M. for Finegrove and Tromont, returning from Harrisburg at 4:15 F. M., and from Tre-montat 7:35 A. M. and 6:19 F. M. and from Tre-montat 7:35 A. M. and 6:19 F. M. Through first-olass tokets and emigrant tickets t all the principal points in the North and West an Canada.

DENNSYLVANIA CENTRAL RAILROAD,-SPRING ABRANGEMENT. The Trains of the Pennsylvania Central Railroad leave the Derot at Thir y-first and Market streets, which is reached by the cars of the Market Street Pas-senger Ballway, running to and from the Depot. The last car leaves From street about 30 minutes prior to the departure of each Train. On Sundays-Cars leave Eleven h and Market streets 45 minutes before the departure of the treining trains.

all the principal points in the North and West an Cannets.
 be collowing tickets are obtainable only at the offices of 8 FRADFORD, Treasurer, No. 227 8 FOURTH Street Fluitadeiblink, or to G. A. NICOLLS, General Superint intent Feating:-COMULATION TICKFTS.
 At 35 per cent, discount, between any points desired, for an thes aid firms.
 BILFAGE TICKFTS.
 Good for 5050 miles, between all points, \$52:50 each, for families and firms.
 For three, six, nine, or tweive months, for holders only, to all points, at reduced rates.
 LergeYMEN
 Beriding on the line of the road will be furnished with cards cutifling the meetives and wives to tickets at half fare.
 SXI URSION TICKETS

cards entitling themselves and wives to tickets at half fare. SXCURSION TICKETS From Philadelphis to principal scalens, good for Sa turday. Suncay, and Monday, at reduced fare to be had on y at the Jicket Office, at THILTEENTH and CAL-LOW HILL Streets. FREIGHT. Goods of all descriptions forwarded to all the above points from the Company's new Freight Depot, BEOAD and WILLOW Streets. FEEIGHT TRAINS Leave Philadelphia Galiy at 5 30 A. M., 12:45 noon, and 6 P. M. for Resding, Lehanon, Harrisburg, Pottsville Fort Clinton, and all points beyond. Close at the Philadelphia Fort Office for all places on the fond and its branches at 5 A. M., and all the principal statenes only at 215 P. M. 815

FOR NEW YORK.-THE CAMDEN AND Company's Lines. FROM PHILADELPHIA TO NEW YORK and Way Places, trom Walnut Street Whatf, will leave as follows, viz:-At 5 A. M., via camden and Amboy, Accommoda 1000.

AtS A M., via Camden and Jorsey Cityle xpress. 3460 At 5'30 P. M., via Camden and Amboy Express.

GROVE WHISKY.

Later.

EIGHTEEN PERSONS MISSING-SCENES AFTER THE FIRE.

From the Free Press, 27th.

We have every reason now to believe that our first estimate of the loss of life during the awful disaster was much below the terrible reality. On board the passenger train, which was burned on the Detroit and Milwaukee side, it is feared that more than one has perished, but beyond a deep suspicion, based on attending circumstances, we have no means of arriving at the real troth. It is not known whether the two persons previously mentioned were rescued or not. and in the absence of having any proof that they left the car unaided, the conclusion must, though reluctantly, be drawn that they were One gentleman was seen to rush back to the burning train in search of his son, and although he was looked for until the fervent heat drove back the crowd which en-deavored to detain him, he was not seen again. He may, however, have escaped at the eastern end of the depot, and been lost in the crowd. It is reported that a merchant from Kent county, named D. M. Gardner, who had been in the city purchasing goods, and returned to the train and took a sleeping birth, is missing. There were several men in the depot when the fire surrounded it, but whether they perished or escaped time alone will reveal.

THE LOSS ON THE "WINDSOR."

The appalling lo-s of hie among the crew and workn en employed on board the Windsor is beyond comprehension. Admitting that the fames spread with the rapidity of the lightning's flash, would seem that when all hope of escape through the depot was cut off, some one of the thirty to forty on board would have discovered that only a slight resistance obstructed a passage from the dock to the yard below the depot, or that the idea would have suggested itself when the vessel took fire to cut her loose from her moor ings and drift her out of reach of the burning pile But the men appeared to be perfectly para-lyzed. Many of them seemed to think that their doom was settled, and dare not venture to face the danger. The only one on board who exhibited anything like coolness or bravery was Mr. W Firby, mate, who had been left in charge of the boat. When the alarm was first given he went ashare to discover the cause, but before reaching the spot the explosion took place, and he, with the others, was driven on board again. the forked tongue of the devouring element fol-lowing close at their heels, and se zing the boar almost before Mr. Firby had sounded the alarm to cast off the lines, created such a panis among the terror-stricken workmen that they became powerless to help themselves, or obey the orders delivered to them. The wood-work of the boat being as dry as tinder, was soon a mass of flames on the port side, and little or no effort being made to stay their progress, the doomed men were driven to the opposite side foor by foot by the relegitless enemy until their clo hes took fire, and their faces and hands began to blister. It was then only that they

The Audi or appointed by the Court to audit settle, and adjust the first and fina account of O. W. DAVIS, Guardien of FANNY LAMB MARY H. LAMB, RIDG-WAY (AMR, and BENSIE, R. LAMB, minor children of (LAYTON H. 18 MB late of the city of Fhinadephin, decease d, and to report distribution of the balance in the hands of the accountant, will meet the particles interested for the purposes of his appointment, on THUESDAY, May 3, 1866, at4 o'cock P. M., at his office, No.204 Bouth Finh street, Room No.11, in the city of Phila delphia. 421 stutbst IN THE COURT OF COMMON PLEAS FOR

IN THE COURT OF COMMON PLEAS FOR THE CITY AND COUNTY OF PE'LADELPHIA. December Term 1865, No. 854. In Divorce. SAMUEL HAINES. by her next triend, &c., vs. SAMUEL HAINES. To S JOHN F. BELSTERLING. Attorney for Libellant.

4 27 28m1 4*

INSURANCE COMPANIES.

GIRARD FIRE AND MARINE

INSURANCE COMPANY.

OFFICE, No. 415 WALNUT STREET, PHILADELPHIA

CAPITAL PAID IN, IN CASH, 0200,000. This company continues to write on Fire Risks only Its capital, with a good surplus, is saidy 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 **EUILDING**

N. E. CORNER SEVENTH AND CHESNET STREETS Then as now, we shall be happy to insure our patrons a such rates as are consistent with safety.

THOMAS CRAVEN, FULMAN SPEFFARD, JOHN SUPPLIE JOHN SUPPL JOHN W CLAGHORN, JUSEFE REALT SILAS YERKES, Ju, THOMAS CRAVEN President ALFRED S GILLFT V President and Treasurer, JAMES B ALYORD, Secretary, 1195 F I R E I N S U R A N C E. THE HOME INSURANCE COMPANY OF PHILADELEHIA. No. 150 S. FOURTH BREEL. Chatter Perpetuil. Authorized Capital, \$500,600. Yaid-up Capital, \$10,056 Tosu res spains: loss or damage by FIRE on buildings, either permanently or for a LIMITED period. Also, on MFRCHANDISE generally and Household Furniture, city or country.

city or country.

Ihomas Ki uber, Jr., Lemuel Coffin, J. Huilborg Jones, John Woodside, William C. Longstreth, J. N. Hatchinson, BROWN, President, J. DUY, Vice-President, 2305

CHALLENGE LIGHT!

Paragon Oil and Safety Lamps.

BRIGHT LIGHT-THREE HOURS-ONE CENT No chimney! No smoke! No grease. Sold by Inventors,

KELLY & NEEL,

AGENTS WANTED. No. 011 MARKET Street. Also, Declers in Soups and Coal Of. Machinery Oil warranted not to gum or chill. \$1.25 per gallon. 315

MONUMENTS AND GRAVESTONES .- ON A. hand, a large assortment of Gravestones, of various fosigns made of the finest Italian and American blarble at the Marble Works of a role at the Marbie Works of A. STELNMETZ, 3 27 tuths3m RIDGE Avenue, below Eleventh stry rest

FIRE INSURANCE COMPANY OF PHILADELPHIA. Assets on January 1, 1866. \$2,506.851'96. UNSETTLED CLAIMS,

FRANKLIN

INCOME FOR 1860 \$11.467.53. \$310 000. LOSSES PAID SINCE 1829 OVER

\$5,000,000.

Perpetual and Temporary Policies on Liberal Terms.

Charles N Bancker, Toblas Wagner, Samuel Grant, George W, Richards, Ibaa c Lea, Charles N Bancker, Tothas Wagner, Samuel Grani, Baa c Lra, CHARLES N, BANCKER, President, EDWARD C DALE, Vice Provident, JAS. W. MCALLISTER, Secretary protem. 72 t123

H E P B O V I D E N T LIFE AND TRUST COMPANY,

OF PHILADELPHIA.

Incorporated by the State of Pennsylvania, Third Monthj 22d, 1865. INSURES LIVES, ALLOWS IN-TEREST ON DEPOSITS, and GRANTS ANNUI-TIES.

CAPITAL, \$150,000.

DIBLECTORS. Hickard Cadbury, Henry Haines T. Wistar Brown, William C. Longstreth, William C. Longstreth, Samuel R. Shipley. Jeremiah Hacker, Joshua H. Morris, Richard Wood, Charles F. Coffin. 8AMULL R. SHIPLEY, President. 7 285 ROWLAND PARRY Actuary OFFICE, No 111 S FOURTH STREET, LAGANIX INSURANCE COMPANY OF PHI In addition to MARINE TOMPANY OF PHI IADELPHIA. DSCORFORATED 1994-CHARIER PERPETUAL. No. 224 WALNUT Street, opposite the Exchange. In addition to MARINE and INI. A. D. INSURANCE this Company insures from loss or damage by FIRE, on liberal erms on balldinge, meschandise. Juriture. etc., for limited periods, and permanently of buildings, by deposit of premium The Company has been to avoid a company of the formation of the sector. deposit of premium The Company has been in active operation for more than ELXTY TEAES, during which all cones have bee. promptly adjusted and paid. John L. Hodge. M. B. Mahoney, John T. Lewis, William S. Grant. Robert W. Leaming, D. Clark Whatton, Samuel Wilcox JOHN B. WUCHERER, President Samuel Wilcox, Secretary. Sume Statement Source Lewis, Jr., David Lewis, M. B. Mahoney, John C. Lewis, Benjawin Eting, Thomas H. Powers, A. E. McHenry D. Clark Wilcox Samuel Wilcox Samuel Wilcox, Secretary. Market Source Lewis, Jr., David Lewis, D. Clark Wilcox, Secretary. M. B. Market Source Lewis, Jr., Benjawin Eting, D. Clark Wilcox, Secretary. M. B. Market Source Lewis, Jr., Barket Source Lewis, Jr., David Lewis, Benjawin Eting, C. Samuel Wilcox, Secretary. M. B. Market Source Lewis, Jr., Barket Source Lewis, Jr., David Lewis, Benjawin Eting, Samuel Wilcox, Secretary. M. B. Market Source Lewis, Jr., Barket Source Lewis, Jr.,

SANUEL WILCOX, Secretary.

FIRE INSURANCE EXCLUSIVELY. - THE PENNSYLVANIA FIRE INSURANCE COM PANY-Incorporated 1825-Charter Perpetual-No. elo WALNUT street, opposite independence rouare. This Company, invorably known to the community for over forty years, continue to imsare against loss or damage by fire on Fuhite or Private Buildings, either, permanent v or, for a limited time. Also on Furpiture, stocks of Goods and Merchandise generally, on liberal, terms

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.

Daniel Smith Jr.	John Devereux,
Alexander Benson,	Thomas Smith.
Jønac Haziehurst,	Henry Lewis.
Thomas Robins.	J Gillingham Fell,
	addock, Jr.
DANI	L. 8MITH, JE., Presiden
WTTTTASE C. CRONTERT, but	CONTRACT OF STATE

PHILADELPHIA THANS. E A. NATHANS. DO D. NATHANS. 1 1 9m RAILROAD LINES.

ORANGE AND ALEXANDRIA RAILROAD,-On and arrer MONDAY, February 12 two daily trains will run between Washington and Lanchburg, connecting at Gordonevi le with Virsinia Central Rail-road trains to and from Richmond as follows:-MAIL TRAIN. Leave Washington daily (Sundar excepted), at 6:45 A. M. and srive at Lynchburg at 5:45 P. M. Leave Lynchburg at 7 A. M and arrive at Washing-ton at 5:26 F. M. EXPRESS TRAIN Leave Washington cally including Sunday) at 6:05 P.

Leave Westward-Erie Mall, 'P. M ; Erie Express Train 12 M. Passenger cars run through on 'he Erie Mail and Ex press trains both ways between Failade phia and Lrie. SEW YOKK CON'I CHIDN. Leave New York at 9 A. M. Arrive at Erie 915 A. M. Leave Frie at 155 P. M. Arrive at New York 340 P. M. Elegant Sleeping Cars on a 1 the night trains. For information respecting passenger business, apply at corner THIRTIE 'H and MARK 17 Streets Phila. And let fright bosiness, of the Company's Agents, S. Kingston, Jr., corner Thirtsenth and Market streets, Philadelphia; J. W. Reynolds, i rie: William Blown, Agent N. C. R. R., Baltimore. H. F. HOUSTON, General Freight Agent, Phila. H. W. GWINNER, General Streit Agent, Phila. A. L. TYLER, General Sup't, Williamsport 3

Leave Washington osly including Sunday) at 6 65 P. M and arrive at Lynchburg at 6 00 A M Leave Lynchburg at 6 30 r. M and arrive at Washing ton at 610 A. M

For his clock at Learning close connections at Lynchburg for all roints South and Southwest, and at Washington for Norh and Northwest First-class sleeping cars will be attached to the night

First-class steeping cars will be Attached to the high trains. The road is attractive, not only for its comfortable accommediations, but for the fact that it passes the now historic localities of Fairfax, Bull Run Manasas, Bris-toe, Catlett's. Rappahannock. Cuipeper Orange, and Gordonsville, places of imperishable inferest in the popular mind Through tickets to all points South and Southwest may be had in Boston. New York. Philadelphia, and Baltimore, and at the offices of the road in Washington Alexandria. W. H. McCAFFERTY, General Supe Intendent.

Charge of time of departure of lines for New York and BY AND COMPANY. Charge of time of departure of lines for New York and Way places from Kensington Depot. ON AND AFTER TIF-DAY, May 1, 1866. the time of departure of Through and Way lines from Kensington Depot, will be as follows, viz :-NEW YORK At 11 A. M., 420 and 646 P. M., and 12 night, via Ken-sington and Jersey (ity Express Lines, Fare 63 The 50 P. M. Line will you daily, all others, Sundays excepted

and the latter of the second se

CAMDEN AND AMBOY BAILROAD AND TRANSPORTATION COMPANY.

SPECIAL NOTICE.

SPECIAL NOTICE. CHANGF OF TIME of Departure of Lines for New York and Way places from Walnut Street Whar. On and atter TUESDAY, MAY 1, 1868. the are of Departure of Through and Way Lines, from Walnut Street Whar, will be as follows:-FOR NEW YORK. At 5 A.M. Via Camden and Jersey City + xpress, 260 * 500 F.M. * Camden and Jersey City + xpress, 260 * 500 F.M. * Camden and Jersey City + xpress, 260 * 500 F.M. * Camden to South Amboy Accom. At 8 A.M., 2 and 5'0 F. M. for Mount Holy, Ewans-while, Pam'er on and Y neoniewa At 8 A.M., and 2 F.M. to Freehold. At 8 A.M. and 2 P.M. to Freehold. At 8 A.M. and 7 P.M. Linesrun direct though to Tronton. Innes from New York for Philadolphia will leave Free No.I. North River, at 5 A.M., 2 and 4 P.M., via Amboy and Camden, and from the toot of Courtland Street, at 12 M. and 4 F.M., via Jersey City and Camden. * 204 WILLIAM H. GATZMER Agent.

REVENUE STAMPS, REVENUE STAMPS Of all descriptions, of all descriptions, Always on hand,

Always on hand, Always on hand, Always on hand, AT FLORENCE SEWING WACHINE CO.'S OFFICE So. 630 CHESNUT Street, One foor below Sevenil street, One foor below Sevenil street, One foor below Sevenil street. The most liberal discount allowed.

1866 -- PHILADELPHIA AND ERVERAIL-ern and Northwest Counties of Fennsylvania to the City of Eries on Lake Erie. It has been leased and is operated by the Fernsylvania Relifond Company. TIME OF PASSENGERTRAINS AT FILLADELPHIA. Arrive Eastward-Erie Mail Train, 7 a. M.; Erie Ex-press Train, 1 P. M. Leave Westward-Erie Mail, :P. M.; Erie Express Train 12 M. Passenger cars run through on the Erie Medi

The 6 45 P. M. Line will run daily. All others Sundays excepted At 740 and H A. M. 3 3:30 4:30 5, and 6:45 P. M. and 12 A transition of Bristol. Trenton, etc. At 7 and 10 15 A. M. 12 M. 3 4.5 and 6 P. M., for Corn-we 1% Torrisdale Holtmesburg, Tacony Wisshoming, Brideoburg, and Frankford, and at 19 15 A. M. or Bristol, Schenck's, Eddustor, and 5 P. M. for Holmes-tury and Informedia e suitons. At 7:30 A. M. and 3:30 P. M. for Nisgara Falls, Buffalo, Dunkitk (anandaigua, Eimira, Ithaca, Owego, Ro-ches er Bingham pton, Osweyo, Nyracuse Great Bend. Montrose Wilkesbarre, Scranton Stroudsburg, Water Gap, 1 elvidere, Easton, i ambertville, sieminston, etc. The 3:30 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Beihle-hem etc.

hem cic. 15 P. M. for Lambertville and intermediate stations. May 1, 1866. WILLIAM H. GATZMER, Agent.

NORTH PENNSYLVANIA RAILROAD,-A Depoi THIRD Sifeet above Thompson. For BETHLEHEM DCYLISTOWN, MAUCH CHUNK EASTON, WILLIAMSPORT, and WILKES BARRF. At 730 A. M. (Fxpress), for Beihlehem. Allentowns Manoh Chunk, Hasleton, Willamsport, and Wilkes-barre.

 FREIGHT LINES FOR NEW YORK AND al the Stations on the CAMDEN and AMBOY and connecting Hairoads. INCREASED DESPATCH.

 THE CAMDEN AND AMBOY RAILSOAD AND TRANSFORIATION COMPANY FREIGHT LINES to come the same day.

 The CAMDEN AND AMBOY RAILSOAD AND TRANSFORIATION COMPANY FREIGHT LINES to come the same day.

 The CAMDEN AND AMBOY RAILSOAD AND TRANSFORIATION COMPANY FREIGHT LINES to come the same day.

 The same day.

 Trapper must be delivered before \$25 o'clock, to be for winded the same day.

 The same day could, forwarding to same and same and same and same and same an

Manoh Uhunk, Hasleton, Williamsport, and Wilkes-barro. At 340 P. M. (Express). for Bethlehem, Enston, etc., reaching Esston at 645 P. M. At 515 P. M. for Bethlehem, Allentown, Mauch Chunk, Danville and Williamsport. For Doylestown at 845 A. M., 250 and 445 P. M. For Doylestown at 845 A. M., 250 and 445 P. M. For tansdale at 645 P. M. For Lansdale at 645 P. M. White cars of the Second and Third Streets Line City Passenger Cars run direct to the depot. TEATN 8 FOR PHILA DELPHIA. Leave Bethlehem at 6450 A. M. and 10 02 A. M., and 615 P. M.

Leave Loy estown at 6.50 A. M., 3'15 and 5.20 P. M.
 Leave Loy estown at 6.50 A. M., 3'15 and 5.20 P. M.
 Leave Fort Washington at 10'50 A. M., and 2'15 P. M.
 Philadelphia for Beth enem at 0 A. M.
 Philadelphia for Beth enem at 0 A. M.
 Philadelphia for Doylestown at 3 P. M.
 Doylestown for Fhi adelphia at 20 A. M.
 Bethichem for Fhi adelphia at 4 P. M.
 Bethichem for Fhiladelphia at 4 P. M.
 Through Tickets must be procured at the ticket offices.
 TBIRD Street or BEERS Street.
 8.5

W EST JERSEY RAILROAD LINES .-

To Miry, Cacent sundays
 FALL AND WINTER ABRANGEMENT, Commencing WEDNEYDAY, November 15, 1885.
 For Bridgeton, Salem, and all Stations on West Jersey and Salem Railronds, at 9 A. M. and 3:30 P. M. Fo. Mirville and all intermediate Stations, at 9 A. M. aud3 X. M.

 To. Mill ville and all mermediate Stations, at 9 A. M. and 3.4 M.
 To. Mill ville and all intermediate Stations, at 9 A. M. termediate Stations, at 9 A. M. termediate Stations, at 9 A. M. termediate for the station of the NORMENT WWA RATIONAL
 On and a ver WEDNESDAY, November 1st 1885, unt Further Notice.
 FOR GERMANY OWN
 Leave Philadelphia 6, 7, 8, 9, 10, 11, 12 A. M. 1, 2, 3'10
 3%, 4, 5 M, 6, 7, 8 9, 10, 11, 12 F. M.
 Leave Germantown 6, 7, 74, 5, 8 20, 9, 10, 11, 12 A. M.
 1, 2, 3, 4, 48, 6 68, 7, 8, 9, 10, 11 F. M.
 The Stel down train, and 35, and 55' up trains will not etop on the Germantown Franch.
 ON FUNDAYS.
 Leave Philadelphia 9'10 A. M., 2 7, 10% P. M.
 Leave Germantown H. 1, 6 9% P. M.
 UPEENUT H.LL RATIROAD.
 Leave Chesnut HIII 7'10 minutes 8, 8 40, 11 40 A. M.
 40, 3'40, 5'40, 6'40, P'46, and 16'40 minutes P. M.
 Leave Philadelphia 9'10 minutes A. M., 2 40, 5'40, and 9'20 minutes F. M.
 Leave Philadelphia 9'10 minutes A. M., 2 40, 5'40, and 9'20 minutes F. M.

A T Q U E E N'S N E W S STAND, s. w. corner SEVENTH and CHESNUT Streets.

DAILY AND WEEKLY PAPERS. MAGAZINES. May be obtained at current rates. 213

FOR SALE-STATE AND COUNTY RIGHTS of Capewell & Co.'s Patent Wind Guard and Air Heater for Coal Oll Lamma: If prevents the Chimneys from breaking. This we will warrant. Also saves ano-third the oll. Call and see them they cost but ton cents. No. 263 RACE Street. Philadelphia. Sample seet to any mert of the United States on receipt of 25 cents. 310