THE DAILY EVENING TELEGRAPH .- PHILADELPHIA, WEDNESDAY, MAY 2, 1866.

SUBLIME SPECTACLE.

A Column of Fire One Thousand Feet in Height, and a Biver of Flame Thirty-

A jet of lava of more stupendous proportions than any ever conceived of is described by Mr. Coan, in the Honoluiu Friend, of February, in his account of the eruption of Manua Loa, on the Island of Hawaii:-

The eruption commenced near the summit of the mountain, and only five or six miles south-east of the cruption of 1843. For two days this summit crater sent down its burning floods along the northwestern slope of the mountain; then suddenly the valve closed; and the great furnace apparently ceased blast. After thirty-six hours the fusin was seen bursting out of the eastern side of the mountain, about midway from the top to the base.

It would seem that the summit lava had found a subterranean tunnel, for half way down the mountain, when coming to a weak point, or meeting with some obstruction, it burst out vertically, sending a column of incandescent fusia 1000 feet into the air. This fire jet was about 100 feet in diameter, and it was sustained for twenty days and nights, varying in height from 500 to 1000 feet. The disgorgement from the mountain side was often with territory and the mountain side was o'ten with terrine explosions, which shook the hills, and with detonations which were heard forty miles. column of liquid fire was an object of surpassand brilliancy, of intense and awful grandeur.

As the jet issued from the awful orince it was at white heat. As it ascended higher and higher, it reddened like fresh blood, deepening its color, until, in its descent, much of it assumed the color of clotted gore.

In a few days it had raised a cone some 300 feet high around the burning orifice, and, as the showers of burning minerals fell in livid torrents upon the cone, it became one vast heap of glowing coals, flashing and quivering with restless action, and sending out the heat of ten thousand furnaces in tuil blast. The struggles in disgorging the fiery masses, the upward rush of the column, the force which raised it one thousand vertical feet, and the continuous full-ing back of thousand: of tons of mineral fusia into the throat of the crater, and over a cone of g'owing coals one mile in circumference, was a sight to inspire awe and terror, attended with explosive shocks which seemed to rend the mural ribs of the mountain, and sounds to waken the dead and startle the spirits in Hades. From this fountain a river of fire went rushing and leaping down the mountain with amazing verocity, filling up basins and ravines, dashing over precipices, and exploding rocks, until it reached the forests at the base of the mountain, where it burned its fiery way, consuming the jungle, evapora ing the water of the streams and pools, cutting down the trees, and sending up clouds of smoke in wurky columns of fleecy wreaths to heaven.
All Eastern Hawaii was a sheet of light, and

our night was turned into day. So great was the illumination at night, that one could read without a lamp, and labor, travelling, and recrea-tion might go on as in daytime. Mariners at tion might go on as in daytime. Mariners a sea saw the light at two hundred miles distance It was a pyrotechnical display more magnificent and marvellous that was made by an early monarch. In the daytime the atmosphere for thousands of square miles would be filled with a murky haze, through which the sunbeams shed a pale and sickly light. Smoke, steam, gases, ashes, cinders, furnace, or capillary or plamentary or vitrifications, sometimes spreading out like a tan, sometimes careering in swift currents upon the wind, or syrating in ever-changing colors in the titful breezes. The point from which the fire fountain issued is 10,000 feet above the level of the sea, thus make mg the igneous pillar a distinct object of observa-tion along the whole eastern coast of Hawaii.

During the eroption the writer made an excursion to the source. After three days of hard struggle in the jungle and over the fields, ridges, and hills of bristling scorns, he arrived near sunset at the field of action. All night long he stood as near the glowing pillar as the vehement heat would allow, listening to the startling ex-plosions and the awful roar of the molten column, as it rushed upward 1000 feet and fell back in a fiery avalanche which made the mountains tremble. It was such a scene as few mortals ever witnessed.

There was no sleep for the spectator. The fierce, red glafe, the subterraneous mutterings and strugglings, the rapid explosion of gases, the rushes and roar, the sudden and startling bursts, as of crashing thunder-all, all were aweinspiring, and all combined to render the scene one of indescribable brilliancy and terrible sub limity. The rivers of fire from the mountain flowed about thirty-five miles and stopped within ten miles of Hilo. Had the fountain played ten days longer, it would probably have reached the

ICE COMPANIES.

TCE! ICE! ICE! ICE! ICE INCORPORATED 1864. THOMAS E. CAHILL, President.

JOHN GOODYEAR, Secretary. HENRY THOMAS, Superintendent COLD SPRING ICE AND COAL COMPANY

Dealers in and Shippers of Ice and Coal. We are now prepared to furnish BEST QUALITY Ice arge or small quantities, to hotels, steamboats, 1 cream saloons, tamilies, offices, etc., and at the Lowis MARKET RATES. Ice served DAILY in all paved limits of the cousolidated city, West Philadelphia, Mantua, Richmond, and Germantown. Your custom and influence is respectfully solicited. You can rely on being served with a PURE article and PROMPTLY.

> OFFICE, No. 435 WALNUT STREET. DEPOTS.

Send your order to

S. W. corner TWELFTH and WILLOW Streets, North Pennsylvania Raliroad and MASTER Street. LOMBARD and TWENTY-FIFTH Streets. PINE Street Wharf, Schuylkill,

KNICKERBOCKER

ICE COMPANY.

E. P. KERSHOW. A. HUNT.

Wholesale and Retail Dealers. IMPORTERS OF EASTERN ICE.

OFFICES AND DEPOTS:

Nos. 118 and 120 North BROAD Street; WILLOW STREET WHARF, DELAWARE AVENUE.

Having secured a full supply of the best quality of ICE, are prepared to furnish it throughout the entire season, as usual promptly, at the lowest market rates, @ Hotels, Confectioners, and Shipping supplied with large or smal quantities.

Particular attention given to the delivery or ICE to

Families, Stores. Offices, etc. ICE served daily in West Philadelphia, Mantua, Richmond, I loga, and all parts of the city.
Your order respectfully solicited.
4 14smwrpim

REMOVAL! REMOVAL!

OLD DRIVERS' ICE COMPANY,

BENOVED FROM N. W. CORNER SEXTEENTH AND BACE, TO

Broad Street, Above Race, East Side.

Orders respectfully solicited, and promptly attended to at the lowest market rates.

HESS, JOHNSON & DAVIS.

OLD DRIVERS' ICE COMPANY. OLD DRIVERS' ICE COMPANY.

The undersigned, recling exceeding thankful to his many trends and customers for their very liberal patronage extended to him during the last sevention years, and having sold his cattre interest to

AFSAMS, HESS JOHNSON & DAVIS, former processing the processing of the processing them to his former. MESS-Rs, HESS JORNSON & DAVIS,
Takes pleasure in recommending them to his former
parons as they are gentlemen of well known integrity
and will undoubtedly maintain the reputation of the
OLD DRIVENS ICE COMPANY, and in every way act
as as to give entire satisfaction to all who may kindly
favor them with their custom. Respect ully, e.c.,
3 2 2m A. BBOWN.

TEAS, &o. NEW INVOICE OF

OOLONG TEAS.

FOR SALE AT THE

Market Street Tea House,

BOYD & CO.,

4.9 mwflm No. 1142 MARKET Street. TEAS REDUCED TO \$1, AT INGRAM'S TER Warehouse, No 48 8. SECOND Street. ROASTED COFFEE REDUCED TO 30 CTS.

40°C. BEST MILD COFFEE, AT INGRAM'S TEAS AND COFFEES AT WHOLESALE prices, at INGRAM'S Tea Warehouse, No. 41 S. SECOND Street. Try them.

GREEN COFFEES FROM 28 TO 28 CTS. A SECOND Street. Try them.

SIMON COLTON & CLARKE. TO FAMILIES RESIDING IN OR GOING TO THE COUNTRY Those who wish to purchase supplies of the best quality of FINE GROLERIES will find a full and choice stock of the best that can be imported or proqued from the New York, Boston, or Philadelphia market, and can be supplied with goods in package, at whole-ale prices.

Particular attention is paid to packing in the neatest and most safe manner possible.

Goods delivered to any of the depots, express offices, or out in the country, tree of charge.

SIMON COLTON & CLARKE, S. W. cor. BROAD and WALNUT.

WALL PAPERS.

PAPER HANGINGS,

FRANCIS NEWLAND & SON,

No. 52 North NINTH Street. WALL PAPERS.

WINDOW SHADES,

DECORATIONS, ETC.

STOVES RANGES, &o.

CULVER'S NEW PATENT DEEP SAND-JOINT

HOT-AIR FURNACE.

RANGES OF ALL SIZES. ALSO, PHIEGAR'S NEW LOW PRESSURE STEAM HEATING APPARATUS.

CHARLES WILLIAMS. No. 1182 MARKET STREET.

LEGAL NOTICES.

ESTATE OF DAVID JAYNE, M. D., LATE OF the City of Philadelphia.

Letters Testamentary upon the above Estate having been granted to the undersigned by the Register of Wills for the City and County of Philadelphia, all persons indebted to the said Estate are requested to make payment, and those having legal claims against the same to present them for settlement at the office of 1-DWARD M PAXSON, one of the Executors, No. 288 S. THIRD Street.

J. WHEATON SMITH

J. WHEATON SMITH. CHARLES H. ROGERS, EDWARD M. PAXSON, HENRY LEWIS, Philada., March 27, 1866. [3 28 w6t] Executors.

DENTISTRY.

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

INSURANCE COMPANIES.

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

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 a

such rates as are consistent with safety. THOMAS CRAVEN,
FUEMAN SEEFPARD,
15.08. MA(KFLLAR,
JOHN SUPPLE
JOHN W. CLEGHORN,
SILAS YERKES, JE.,
ALFRED 8. GILLETT,
M. S. LAWRENCE,
CHARLES I. DUPONT,
HENRY F. KENNEY
JOSEPH KLAPP, M. D.
SILAS YERKES, JE.,
THOMAS CRAVEN. President,
ALFRED 8. GILLETT V. President and Treasurer.
JAMES B. ALVORD, Secretary.

F I R E I N S U R A N C E.
THE HOME INSURANCE COMPANY
OF PHILADELPHIA.
No. 185 8. FOURTH Street.
Charter Perpetual. Authorized Capital, \$500,000.
Paid-up Capital, \$10,000
Insures against loss or damage by FIRE on buildings, either permanently or for a LIMITED period. Also, on MFRCHANDISE generally and Household Furniture, city or country.

Charles A. Duy
William B. Bul cex,
William N. Needles,
John D. Taylor,
JAMES BROWN,
JAMES BROWN,
Thomas Kinber, Jr.,
Lemuel Coffin,
J Hilborn Jones,
John Woodside,
William C. Longstreth,
JAMES BROWN, President,
CHAN. A. DUY, Vice-President,
THOMAS NEILSON, Secretary.

IINITED STATES

BUILDER'S MILL, Nos. 24, 26, and 28 S. FIFTEENTH St.,

PHILADELPHIA. ESLER & BROTHER,

WOOD MOULDINGS, BRACKETS, STAIR BALUS-TERS, NEWEL POSTS, GENERAL TURNING, CROLL WORK, ETC. SHELVING PLANED TO ORDER. The largest assortment of Wood Mouldings in this city

CHALLENGE LIGHT!

constantly on hand.

Paragon Oil and Safety Lamps. BRIGHT LIGHT-THREE HOURS-ONE CENT No chimney! No smoke! No grease. Sold by Inventors.

AGENTS WANTED. No. 911 MARKET Street. Also, Dealers in Sonps and Coal Oil. Machinery Oil; warranted not to gum or chill, 81°25 per gallon, 315

INSURANCE COMPANIES

DELAWARE MUTUAL SAFETY INSURANCE INCORPORATED BY THE LEGISLATURE
PENNEYLVANIA. 1838.
OFFICE S. E. CORNER THIRD AND WALNU
STREETS, PHILADELPHIA.
MARINE INSURANCE
ON VESSELS.
CARGO.
FREIGHT.
To all parts of the w

CARGO,
FREIGHT INLAND INSURANCES
On Goods by Hiver Canal, Lake, and Land Carriage
all parts of the Union.
FIRE INSURANCES
On Merchandise senerally
On Stores, Dwelling Houses, etc.

ASSETS OF THE COMPANY

| 100 000 United States 5 per cent. loan. | 125 100 00 |
| 100 000 | 1 | 25 100 per cent. loan. | 125 100 per cent. loan. | 104 375 00 |
| 100 000 State of 1 ennsylvania Five Per Cent. | 104 375 00 |
| 125 000 City of Philadelph'a Six Per Cent. | 125 000 |
| 120 000 Pennsylvania Religent. | 125 100 per cent. | 125 100

7,150 143 Shares Stock Pennsy va. is Rail-

\$1,636,850 Par. rest, and other debts due the Company. 40 511 44
Scrip and Stock of sundry Insucance and other Companies \$ 133. Esti mated value. 2 910 0
Cash in Banks. \$55,956 89
Cash in Drawer. 678 48

\$1,203,630-18

Thomas C. H

John C. Davis.

Edmund A. Sonder,
Theophi.ms Paulcing,
Jehn R. Febrose,
James Traquar,
Henry C. Dallett, Jr.,
James C. Hand
William G. Boulton,
H. Jones Brooks,
Jacob P. Jones
James B. McFarland,
Joseph H. Seal,
Georae C. Leiper,
Hugh Craig,
Robert Burton,
John D Taylor,
THOMA S. C. HAND, President,
JOHN C. DAVIS, Vice President
HENRY LYLBUEN, Secretary,
121 LIRECTORS. Thomas C. H
John C. Davis.
Edmund A. Sonder,
Theophins Paulding,
John R. Febrose,
James Transpar John R. Peprose,
James Traquair,
Benry C. Dallett, Jr.,
James C. Hand.
William C. Ludwig,
Joseph H. Seal,
George C. Leiper,
Hugh Craig,
Robert Burton.

NORTH AMERICAN TRANSIT

INSURANCE COMPANY.

No. 133 South FOURTH Street PHILADELPHIA.

Annual Policies issued against General Accidents all descriptions at exceedingly low rates. Insurance effected for one year, in any sum from \$10 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 pre mium 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 \$16 per week it 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.
BENRY C. BROWN, Secretary.
JOHN C. BULLITT, Solicitor.
I IRECTORS.
L. L. Houpt, late of Pennsylvania Radiroad Company.
M. Baird of M. Baidwin & Co.'s.
Samuel C. Palmer Cashier of Commercial Bank.
Richard Wood, No. 309 Market street.
James M. Conrad, No. 623 Market street.
J. E. Kingsley, Continental Hotel.
H. G. Leisenring, Nos. 237 and 239 Dock street.
Samuel Work of Work, McCouch & Co.,
George Martin, No. 322 Chesnut street.

1829-CHARTER PERPETUAL

FRANKLIN FIRE INSURANCE COMPANY

PHILADELPHIA. Assets on January 1, 1866.

\$2,506,851'96.
 Capital
 \$400 000 00

 Accrues Surplus
 944 543 15

 Premiums
 1.162 308 81
 UNSETTLED CLAIMS, INCOME FOR 1866

\$11.467.53. 8310 000. LOSSES PAID SINCE 1829 OVER \$5,000,000.

Perpetual and Temporary Policies on Liberal Terms. Charles N Bancker,
Tobias Wagner,
Samuel Grant.
George W. Riebards,
Isaac Lea,
CHARLES N. BANCKER, President.
EDWARD C DALE, Vice-President.
JAS. W. MCALLISTER, Secretary protem. 22 1123

H E PROVIDEN LIFE AND TRUST COMPANY, OF PHILADELPHIA.

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

CAPITAL, 8150,000.

Samuel B. Shipley.

Jeremiah Hacker.

Joshua H. Morris.

Richard Wood,

Charles F. Costina C. Longstreth, Charles F. Coffin.

8AMULL R. SHIPLEY, President.

ROWLAND PARIT Actuary.

OFFICE. No. 111 S. FOURTH STREET. HENIX INSURANCE COMPANY OF PHI

LADELPHIA.

IN CORPORATED 1864—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, arniture, 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. Leaning.
D. Clark Wharton,
Samuel Wilcox
JOHN R. WUCHEREE, President
Samuel Wilcox, Secretary.

FIRE INSURANCE EXCLUSIVELY.—THE PENNSYLVANIA FIRE INSURANCE COM PAN Y—Incorporated 1825—Char er Perpetual—No. all WALN UT Firest, opposite independence square. This Company, ravorably known to the community for over forty years, continue to image against loss or damage by fire on Public or Private Buildings, either permanently or for a limited time. Also on Furnitare, 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,
Inacc Hazlehurst, Henry Lewis,
Thomas Robins, Daniel Haddock, Jr.
Daniel Haddock, Jr.
WILLIAM G. CROWELL SECTION. WILLIAM G. CROWELL, becretary

MEDICAL.

VOX POPULI. WRIGHT'S TAR SYRUP.

No. 771 South THIRD Street Price, \$1.00 per Bottle; \$5.00 for half-a-dozen.

PRINCIPAL DEPOT.

Price, \$1.00 per Bottle; \$5.00 for half-a-dozen.

The undersianed citizens take pleasure in cheeriuity recommending the use of Wright's Tar Syrup for coughs, coids, consumption, whooping-cough, spotted ever, liver complaint, pains in the breast, fromchids, inflammation, and restriction of air vesses in the lungs, etc. The remedy should be in every family:—
Charles C. Wieon, Forney's Press office.

Charles H. Grafich, Sunday Mercury office.
James Nolen, Agarer office.
William E. Corbit, Associated Press.
William E. Corbit, Associated Press.
William B. Corbit, Associated Press.
William B. Carpenter, Fire Alarm and Police Telegraph, Flith and thesaut streets.

A Eandelph, Front and combard streets.
James W. Petrine No. 1128 Charles street.
H. A. Davia No. 323 Gaskil street.
John Woodside No. 1231 Franklin street.
Bobert Thompson, No. 1058 waiter street.
B. G. Marca, No. 636 Franklin street.
John Seymour, No. 513 S. Front street.
L. Bates No. 636 Arch street
Albert Martin, No. 417 S. Second street.
Mary Caldwell, No. 1627 S. Second street.
Mary Caldwell, No. 1628 Erecta's alley.
George Wison No. 236 Race street.
W. Inomas, No. 20 N. Fourth street
T. M. tarthy, No. 169 Erecta's alley.
George Wison No. 236 Race street.
W. F. Brooks, No. 68 North Second street.
S. Seymour Rose Bustleton.
Char es Rogers, No. 521 South street.
E. T. We fing on, Second and Quarry streets
F. E. Thomas, No. 136 South Front street.
William Barns, No. 516 South Front street.
S. S. Santord, Opera Manager.
John Maginnis rear of No. 124 North Second street.
Mrs. S. E. Choate, Newark Del.

Mr. William B. We ofte:—
See E. We take pleasure in recommending your TARE.

Mr. William B. Wr ght :-Sir. Wilsam B. Wright:—
Sir.—We take pleasure in recommending your 'TAR
SYRUP (of which we have stready soid considerable
quantities) as a most excellent and efficacious remedy
for the complaints set torth in your printed bill aireally
submitted to the public. As a tratifying act to suffering
humanity we will cheerinly recommend your preparation to all afflicted with diseases which it is designed to
cure. Yours, etc.,
DILKS & SON, Druggists.
N, E, corner Pine and Sixth streets.

For sa'e also at

For sa'e also at

JOHNSON, HOLLOWAY & COWDEN'S,

DYOTT & CO.'s.

And all principal Druggisis and Dealers.

The subscriber would beg leave further to say that
he is prepared to fill orders and forward the Syrup to
any part of the country. Persons desiring other infor
mation by mail will inclose a postage stamp and answers
will be returned as soon as the exigencies of business
will admit Address

WILLIAM B. WRIGHT, 320 No 771 S. THIRD S rest Phi adelphia, Pa.

LIQUORS.

CHESNUT GROVE WHISKY,

No. 225 North THIRD Street. If snything was wanted to prove the absolute purity of this Whisky, the following certificates should do it There is no alcoholic stimulant known commanding such ecemmendation from such high sources :-

We have carefully tested the sample of CHESNUT GEOVE WHISKY which you send us, and find that it centains none of the Polisonous substance known as it sil out, which is the characteristic and injurious in-gledient of the whiskies in general use.

BOOTH, GARRETT & CAMAC, Analytical Chemists. Analytical Chem

New York, September 3, 1858,
I have snalyzed a sample of CHESNUT GLOVE
V HISKY received from Mr Charles Wharton, Jr., of
I thisacelphia: and having carefully tested H, I am
plessed to state that it is entirely first price promotes of Deletificates substances. It is an unusually pure
and fine-flavored quality of whisky.

JAMES R. CHILTON, M. D.,
Analytical Chemist.

Boston, March 7, 1859. I have made a chemical analysis of commercial sam ples of CHESNUT GROVE WHISKY, which proves to te free from the heavy Fusil Olis, and periecily pure and unadulterated. The fine flavor of this whisky is derived

from the grain used in manufacturing it

Respectfully, A. A. HAYES, M. D., State Assayer, No. 16 Boylston street. For sale by barrel, demijohn, or bottle, at No. 226 North THED Street Philadelphia. 33 M. NATHANS & SONS

IMPORTERS OF OF BRANDIES, WINES, GINS, ETC. No. 19 N. FRONT STREET,

PHILADELPHIA MOSES NATHANS, HORACE A. NATHANS, ORLANDO D. NATHANS,

RAILROAD LINES.

ORANGE AND ALEXANDRIA RAILROAD.—
On and aner MONDAY. February 12 two daily trains will run between Washington and Lynchburg, connecting at Gordonsyl le with Vireinia Central Raffrond trains to and from Richmond. as tollows:—
MAIL TRAIN.

Leave Washington daily (Sunday excepted), at 6:45
A. M., and srilve at Lynchburg at 5:45 P. M.
Leave Lynchburg at T. A. M. and arrive at Washington at 5:26 P. M.

PXPRESS TRAIN.

ton at \$26 P. M. EXPRESS TRAIN

Leave Washington delly (including Sunday) at 6:05 P. M. and arrive at Lynchburg at 6:00 A M. Leave Lynchburg at 6:30 P. M. and arrive at Washing ton at 6:10 A. M. Foth trains making close connections at Lynchburg for all points South and Southwest, and at Washington for North and Northwest.

for North and Northwest First-class sleeping cars will be attached to the night First-class sleeping cars will be attached to the trains.

The road is attractive, not only for its comfortable accommodations, but for the fact that it passes the now his toric localities of Fairfax, Buil Run. Manassas, Bristoe, Catlett's, Rappahamock, Culpeper Orange, and Gordonsville, places of imperishable interest 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.

PHILADELPHIA AND TRENTON RAILROAD COMPANY.
SPECIAL NOTICE.
Change of time of departure of lines for New York and way pinces from Kensington Depot.
ON AND AFFER 'UENDAY, May 1, 1806.
The time of departure of Through and Way lines from Kensington Depot, will be as follows, viz:

At 11 A. M., 4 30 and 645 P. M., and 12 night, via Kensington and Jersey (14) Express Lines. Fare \$3
The 645 P. M. Line will run daily, all others, Sundays excepted

The 6-45 F. M. Line will run daily, all others, Sundays excepted Ar 7, 30 and 11 A. M. 3, 330, 430. 5, and 6 45 P. M., and 12 midnight for Bristol, Trenton, etc.

At 7 A. M., 12 M., 3, 4, 5, and 6 P. M., for Cornwells, Torrisals, Holmesburg, Taconv. Wissinoming, Bridesburg and Frankford, and at 16 15 A. M. for Bristol, and 8 P. M. for Holmesburg on dintermediate stations.

At 7.30 A. M. and 2-30 P. M. for Ningara Falls, Buffalo, Dunkirk, Canandaigus, Flmira I thaca Owego, Rochester, Binghampton, Oswego, Syracuse, Great Hend, Montrose, Wikesbarre, Seranton, Strondsburg, Water Gap, Belvidere, Laston, Lambertville, Flemington, etc.

At 5 P. M. for Lambertville and intermediate stations, Lines from New York for Fellisdelolla will loave foot of Cortland street at and 10 A. M., 6 P. M., and 12 hight, via Jersey City and Kensington. CAMDEN AND AMBOY BAILROAD AND TRANSPORTATION COMPANY.

SPECIAL NOTICE.

CHANGE OF TIME of Departure of Lines for New York and Way piaces, from Waingt Sireet Wharf. On and at er TUESDAY. MAY 1, 1866, the Time of Departure of Through and Way Lines, from Wainut Street Wharf, will be as follows:

FOR NEW YORK.

At 5 A M. Via Camden and Jersey City Fapress, 3.00

To P M. Camden and Jersey City Fapress, 3.00

To P M. Camden and Jersey City Fapress, 3.00

To P M. Camden to South Amboy Accom.

At 8 A M., 2 and 5:30 P. M. for Mount Holly, Ewane-ville, Pemberron and V neontown.

At 5 A M. and 3 P. M. 10° Freehold.

At 5 and 18 A. M., 12 M. 4, 5:30 and 7 P. M. for Fish House Palmyra, Riverion Progress Delanco, Beverly, Figewater, Burlington Florence, Bordentown &c. The 18 A. M. and 4 P. M. Lines run direct through to Trenton. Lines from New York for Philadelphia will leave Pier No. 1, North River, at 5 A. M., 2 and 4 P. M., via Ambey and Camden, and from the loot of Courtland Street, at 12 M., and 4 P. M., via Jersey City and Camden.

REVENUE STAMPS, REVENUE STAMPS Of all descriptions, Or all descriptions,

OF all descriptions,

Always on hand,
AT FLORENCE SEWING MACHINE CO.'S OFFICE
AT FLORENCE SEWING WACHINE CO.'S OFFICE
No. 630 CHESNUT Street,
So. 630 CHESNUT Street,
One door helder Severe, One door below Seven'h street. Ose door below Seventh street. The most liberal discount allowed. The most liberal discount allowed.

RAILROAD LINES

DHILADELPHIA, WILMINGTON, AND BALTIMORE RALLROAD.

Commencing MONDAY April 16 1866. Trains will
leave Lepot couner of BROAD Street and WASBING1 N Avenue, as follows:—
Express Train at 4 18 A. M. (Mondays excepted) for
Ballimore and Washington stopoing at Chester, Wilmington, Nevark, Fikton, Northeast, Perryville, Havrede Grace, Aberdeen, Perryman's, Magnelia, Chase's and
Stemmer's Run.

Way Mail Train at 8 18 A. M. (Sundays excepted), for
Baltimore, stopping at all regular stations between Philadelphia and Baltimor.

Delaware Railroad Train at f. A. M. (Sundays excepted, for Princess Anne, Milford, and intermediate
stations.

Express Train at 11 45 A. M. (Sundays excepted), for

cepted for Princess Anne, 5 Hord, and intermediate stations.

Express Train at 11:45 A. M. (Sundays excepted), for Baltimore and Washington.

Express Train at 3 P. M. (Sundays excepted) for Baltimore and Washington, Stopping at hester, Claymort, Wilmirgton, Newars, Pikton, Northeast, Perryville, Bayre de Grace, Aberdeen, Perryman's, Edgewood Magnolia, thase's and Stemmer's Run

Night Lapress at 11 P. M. for Baltimore and Washington. Night Express at 11 P. M., for Baltimore and Wash-ington.

Fastengers by Boat from Baltimore for Fortress Mon-roe Nortclk, City Point, and Richmond, will take the 1145 A. M. trein.

WILMINGTON ACCOMMODATION TRAINS, Stopping at all Stations between Philadelphia and Wil-mington. Leave Philade phin at 8, 11 15 A. M., 4 30 6, and 11 30 P. M. The 4 30 P. M. train connects with Delaware Railread or Harrington and informediate stations, Leave Wilmington at 6 45 8, and 9 30 A. M., 4 and 6 30 P. M.

P. M.
Trains for New Castle leave Philadelphia at 9 A. M.,
4 50 and 6 P. M.
Through Trains From Baltimore
Leave Wilmington at 11 A M., 4 36 and 15 P. M.
CHISTER FOU PHILADELPHIA.
Leave Chester at 746, 8 46, 10 14 and 11 40 A M., 4 43
5 10, 7 26 and 10 36 P. M.
FEOM BALTIMORE TO PHILADELPHIA.
Leave Baltimore 7 35 A M., Way-mail. 9 20 A. M.,
Express 146 P. M., Express. 6 25 P. A., Express. 8 2)
F. M., Express.

Leave Baltmore 7-25 A. M., Wav-mall, 9-20 A. M., Express 1-16 P. M., Express, 5-35 P. A., Express, 8-2) F. M., Express, 8-22 T. RAINS FOR BALTIMORE

Leave Chesterat 4-49 and 8-52 A. M., and 3-38 P. M., Leave Wilmington at 5-22 and 9-33 A. M. and 4-15 P. M. Frieght Trains with Passenger that statished will leave as follows:—Wilmington for Perry ville and intermediate stations at 5-5 P. M. Baltimore for Havre de Grace and intermediate stations at 4-45 P. M. Perryville for Wilmington and intermediate stations at 5-40 A. M. connecting at Wilmington with 8 A. M. train for Philadelphia.

BUNDAY TRAINS.

SUNDAY TRAINS.

Express Train at 4:15 A. M., for Baltimore and Washington, stopping at hester, Wilmin, ton, Newark Elkton, Northeast Perryville. Havre-de-Grace, Aberdeen, Perryman's Magnolia, Chase's and Stemmer's Run.

Night Express, Il P. M. for Baltimore and Washington.

Accommodation Train at 11:30 P. M. for Wilmington and intermediate stations.

BALTIMORE FOR PHILADELPHIA.

Leave Baltimore at 8:25 P. M. stopping at Havre-de-Grace, Perryville, and Wilmington. Also sops at Elkton and Newark (to take passengers for Fhi adelphia and leave passengers from Washington or Baltimore or Washington. insten.

Accommodation Train from Wi mington for Philadel phila and intermediate stations at 5 °0 F. M.

4 16

H. F. KENNLY, Superintendent.

DENNSYLVANIA CENTRAL RAILROAD.—
SPRING ARR. GEMENT.
The Trains of the Pennsylvania Central Railroad leave the Debot, at Thirly-first and Market streets, which is reached by the cars of the Market Street Passenger Railway, funning to and from the Debot. The list 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 Evening Trains.

On Sundays—Cars leave Eleven'h and Market streets 45 minutes before the departure of the Evening Trains.

Mann's Baggage Express will cal for and deliver Baggage at the Depot. Orders left at the Office, No 631 Chesnut street will receive attention

Mail Train

Mail Trai

Monday.

All other Trains daily, except Sunday.

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

will be at the risk of the owners, unless taken by special contract.

TICKET OFFICES

Have been opened at No. 621 (heanut street, Continental Botle), and Girard House, where Tickets may be procured to all important points in Pennsylvania, as well as the West. Northwest and Southwest; and full particulars given as to time and connections by JOHN C. ALLEN. Ticket Agent.

The Ticket Office at West Phi adelphis will be continued as heretotore, where all information respecting routes, as well as Tickets, can be had on application to Ticket Agent at the Depot.

An Emigrant Train runs daily (except Sunday). For full particulars as to fare and accommodations, apply to FRANCIS FUNK.

No. 137 DOCK Street.

1866 -PHILADELPHIA AND ERIE RAILern and Northwest Counties of Fennsylvania to the
City of Frie, on Lake Erie. It has been leased and is
operated by the Pennsylvania Railroad Company.
TIME OF PASSENGERTRAINS AT PHILADELPHIA.
Arrive Eastward-Erie Mail Train, 7 A. M.; Erie Express Train, 1 P. M.
Leave Westward-Erie Mail. P. M; Erie Express
Train 12 M. Leave Westward-Erie Mail.) P. M.; Erie Express
Train 12 M.
Passenger cars run through on the Erie Mail and Ex
press trains both ways between Philade phila and Erie.
NEW YORK CUNETCITON.
Leave New York at 9 A. M. arrive at Erie 9 15 A. M.
Leave Frie at 155 P. M. arrive at Erie 9 15 A. M.
Elegant Sleeping Cars on all the night trains.
For information respecting basenger business, apply
at corner THIRTIE. H and MARK! T Streets Phila.
And for freight business, of the Company's Agents, S.
B. Kingston, Jr., corner Thirteenth and Market streets.
Philadelphia: J. W. Reynolds, irie: William Brown,
Agent N. C. B. R., Baltimore.
H. P., HOUSTON, General Freight Agent, Phila.
H. W. GWINNER General Tieket Agent, Phila.
A. L. TYLER, General Sup't, Williamsport. Train 12 M.

L'REIGHT LINES FOR NEW YORK AND Lai, the Stations on the CAMDEN and AMBOY and connecting Raiiroads. INCE! ASED DESPATCH.

The CAMDEN AND AMBOY RAIL! OAD AND TRANSPORTATION COMPANY PREIGHT LINES for New York will leave WALNUT Street Whad at 6 o'clock P. M. daily (Sundays excepted).

Freight must be delivered before 4% o'clock, to be forwarded the same 0ay.

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 tamden and Amboy Rail road; also, on the Belvidere Delaware and Fiemington, the New Jersey the Frechold and Jamesburg and the Burlimpton and Mount Bolly Railroads, received and forwarded up to 1 P. M.

The Belvidere Delaware Reilroad connects at Phillipsburg with the Lehigh Valley hallroad, and at Manuakachunk with all points on the De'sware, Lackawanna, and Western Railroad, forwarding to syracuse, Buffaio, and other noints in Western New York

The New Jersey Lentral Railroad and at Newark with the Morris and Essex Railroad

A silp memorandum, specifying the marks and numbers, shippers, and conseignee, must. In every instance, be sent with each load of goods, or no receipt will be given. N. B.—Increased facilities have been made for the transportation of live stock. Drovers are invited to try the route. When stock is many shed in quantities of two carloads or more it will be de ivered 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.

f shipment.

For terms, or other information, apply to

WALTER FRIED AN Freight Agent.

11 1 No. 226 S. DELAWAR! Avenue, Phi adelphia PHILADELPHIA, GIRMANTOWN, AND NORRISTOWN RAILEC D. On and a ter WEDNESDAY, November 1st. 1865, until

On and a ter WEDNESDAY, November 1st 1865, unst Further No ice
FOR GERMAN OWN
Leave Philadelphia 6, 7, 8, 5, 10, 11, 12 a, M. 1 2, 3, 16
35, 4, 5, 55, 5, 7, 8, 9, 10, 11, 12, 1 M
Leave Germaniown 6, 7, 75, 8, 8, 20, 9, 10, 11, 12 a, M
1, 2, 3, 4, 45, 5, 6, 54, 7, 8, 9, 10, 11, 12 h
The 8, 20 down train, and 35, and 55 up trains will not stop on the Germaniown Branch.

CN SUNDAYS.
Leave Philadelphia 9, 10, 11, 12, 7, 105, p. M.
Leave Germaniown 8 a, M, 1, 6, 25, p. M.
Leave Philadelphia 9, 10, 11, 12, 7, 105, p. M.
Leave Philadelphia 6, 8, 10, 12, a, M, 2, 3, 3%, 5%, 7, 5, and 11 P. M
Leave Chesnut Hill 7-10 minutes, 8, 940, 11, 40 a, M, 40, 3, 40, 540, 540, 540, and 16 40 minutes P. M.

CN SUNDAYS.
Leave Philadelphia 9, 10 minutes, A, M, 2, and 7 F. M
Leave Chesnut Hill 7-40 minutes A, M, 2, and 7 F. M
Leave Philadelphia 9, 8, 25 minutes, A, M, 12, 40, 540, and 16 and 11 p. M

FOR CONSHOHCKEN AND NORRISTOWN,
Leave Philadelphia 6, 8, 25 minutes, 11, 45, 48, 8, and 8 P. M.
Leave Norristown 5%, 7, 756, 9, 11, A, M, 15, 4, 48, 8, and 8 P. M.
Leave Philadelphia 8, 8, 8, 20, 91, 11, A, M, 15, 4, 56, 68, 840, and 118 F. M.
Leave Philadelphia 8, 8, 8, 20, 98, 115, A, M, 15, 56, 68, 840, and 118 F. M.
Leave Philadelphia 8, 8, 8, 20, 98, 115, A, M, 2, 5, 56, 68, 840, and 118 F. M.
Leave Philadelphia 8, 8, 8, 20, 98, 115, A, M, 2, 5, 56, 68, 840, and 118 F. M.
Leave Philadelphia 9, A, M, 28, and 7 P. M.
Leave Philadelphia 9, A, M, 28, and 7 P. M.
Leave Philadelphia 9, A, M, 28, and 7 P. M.
Leave Philadelphia 9, A, M, 28, and 7 P. M.
Leave Philadelphia 9, A, M, 28, and 7 P. M.
Leave Philadelphia 9, A, M, 28, and 7 P. M.
Leave Philadelphia 9, A, M, 28, and 7 P. M.
Leave Philadelphia 9, A, M, 28, and 7 P. M.

RAILROAD LINES.

READING RAILBOAD BOM PHILADELPHIA TO THE INTERIOR OF LENNSYLVANIA THE SCHUYLRILL, SURGUE-HANNA. TUMEFRIAND, AND WYOMING VALLEYS, THE NORTH, NORTHWEST, AND THE CANADAS

SUMMER ARRANGEMENT OF PASSENGER
Leaving the Company's Depot, at THIRTEENTH and
CALLOWRILL Streets. Philadelphia, at the following

hours:

MOHNING MAIL.

At 8 A. M. for Regging Lebanon. Harrisburg. Pottsville. Pinearove Tamaqua. Sunbury. Williamsport. Himfra. Rochesire. Niss. sta Fal 8, Buffalo. A lentown. Wilkesbarre. Pittaton. York. Carlisle, Chambersburg. Engersiewn etc. etc.

This train connects at READING with East Pennsylvania Halfrad trains for Allentown. etc. and the Leban n. Valley train for Harrisburg. etc.; at PORT CLINTON with Catawiasa Enlirod trains for Williamsburg. Lock Bayen. Fimira. etc.; at HARRIS-LUEG with Northern Central Cumberland Valley, and Schus)kill and Susquehanna trains for Northumberland. Williamsport, York. Chambersburg. Pinegrove etc. etc.

AFIERNOON EXTRAORD.

ct. Cit.

AFIERNOON EXPRESS.

Leaves Philacelphia at 880 P. M., for Reading Poitswife. Harrsburg etc., connecting with Reading and Clumbia Rai road trains for Columbia the Reading and Clumbia Rai road trains for Columbia.

Leaves Reading at 600 A. M., stopping at all way stalloos, ariving at Philadelphia at 850 A. M., arrives in Reading at 735 P. M.

Trains for Philadelphia leave Harrisburg at 736 A. M., and Pottswille at 245 P. M., arriving in Philadelphia at 1245 P. M., Afternoon trains leave Harrisburg at 200 P. M., Pottswille at 245 P. M., arriving in Philadelphia at 745 P. M., arriving in Philadelphia at 1245 P. M., Afternoon trains leave Harrisburg at 200 P. M., Pottswille at 245 P. M., arriving in Philadelphia at 745 P. M., Market train with passenger car attached, leaves Philadelphia at 1245 ncon for Reading and all stations, Leaves heading at 135 A. M. and Downingtown at 1230 P. M., for Philadelphia at 1245 ncon for Reading and all stations, Leaves heading at 135 A. M. and Downingtown at 1230 P. M., for Philadelphia and all way stations. All the above trains run dally, undays excepted. Suncay trains leave Pottsville at 850 A. M., and Philadelphia at 250 P. M. Leave Philadelphia for Reading at 850 A. M., and Philadelphia, returning leave Pottsville at 850 A. M., and Philadelphia, returning from Reading at 850 A. M., and Philadelphia, returning from Downingtown at 635 A. M. and 1250 ncon.

NEW YORK EXPRESS FOR PITTSBURG AND THE

NEW YORK EXPRESS FOR PITTSBURG AND THE NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

Leaves New York at 9A M., and 879 P M., bassing Reading at 130 A. M. and 148 P. M., and connecting at Herrisburg with Penns, vania and Northern Central Bailtone express trains for Pittsburg, Chicago, Williams, ort. 1 lmira. Bailtmore etc.

Ecturping, express train leaves Harrisburg on arrival of the Pennsylvania express from Pittsburg, at 3 and 045 A. M. passing Reading at 49 and 1052 A. M., and arriving in New York at 19 A. M. and 245 P. M. Sleeping cars accommany these trains through between Jersey (14y and Pittsburg without change.

A mail train for New York leaves Harrisburg at 200 P. M. Mail train for Harrisburg leaves Kew York at 12 M.

SCHUYLKILL VALLEY PALLOW.

SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsville at 7 and 11:30, A. M., and 7:15
P. M. ietureing from Tamaqua at 7:35 A. M. and 1:46 P. M. leturoling from Tamaqua at 730 A. M. and 1. 1. 200 4/15 P. M. SUBUYLKILL AND SUSQUEHANNA RAILROAD. Trains leave Auburn at 7:50 A. M. for Pinegrove and Harrisburg, and 1:50 P. M. for Pinegrove and Tremont, returning from Harrisburg at 4:15 P. M., and from Tremont at 7:30 A. M. and 6:10 P. M. and from Tremont at 7:30 A. M. and 6:10 P. M. TICKE1S.

Through first-class tickets and emigrant tickets t all the principal points in the North and West an Canada.

Canada.

The following tickets are obtainable only at the office of S. BRADFORD, Treasurer, No. 227 S. FOURTH Street, Fluindelphia, or to G. A. NICOLLS, General Superintendent, Esseing:

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

MILEAGE TICKETS,
Good for 2000 miles, between all points, \$52-59 each, for families and firms.

Good for 2000 miles, between an points, sor as each, for families and firms

SEASON TICKETS,

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

Residing on the line of the road will be furnished with cates entitling themselves and wives to tickets at half lare.

cates entitling themselves and wives to tickets at balf fare.

EXCURSION TICKETS

From Philadelphis to principal stations, good for Sa tuyday. Sunday, and Monday, at reduced fare to be had enveat the licket office. at THIATEENTH and CALLOWHILL Streets.

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 P. M., for Reading, Lebanon, Harrisburg, Pottsville Fort Clinton, and all points beyond.

Close at the Philadelphia Post office for all places on the road and its bisnehes at 5 A, M, and all the principal stations only at 215 P. M.

815

TOR NEW YORK.—THE CAMDEN AND Company's Lines.

Red PelilaDelPhia TO New YORK and Way Places, from Welaut Street Whatf, will leave as follows, viz:— At 5 A. M., via Camden and Amboy, Accommodation. \$2.25
At 8 A. M., via Camden and Jersey Citylexpress. \$2.00
At 2 P. M., via Camden and Amboy Express. \$3.00
At 5.30 P. M., via Camden to South Amboy, Accommodation. At 5:30 P. M., via Camden to South Amboy, Accommodation.

At 8 A. M. 2 and 5:30 P. M., for Mount Holly, Ewansvi le Pemberton, and Vincentown. At 5 A. M., and 2
F. M. for Freehold.

At 5 and 16 A. M., and 12 M. 4, 5:30 and 7 P. M. for Fish
house. Psimyra, Riverton Progress, Delanco,
Beverly. Edgewater, Bur ington Forence, Bordentown, etc. The 10 A. M., and 4 P. M. lines run direct
through to Thenton.

LINES FROM KEN-INGTON DEPOT WILL LEAVE

At 11 A. M., 4:30 6:45 P. M., and 2 P. M. (Night). via
Kensington and Jersey City Express Lines, fare \$3:00.

The 6:45 P. M. Line will run daily. Allothers Sandays
excepted The 6 45 P. M. Line will run daily. Allothers Sandays executed
At 7:30 and 11 A. M., 3 3:30 4:30 5, and 6:45 P. M. and 12 5 ionight for Bristol. Trenton, etc.
At 7:nd 10:15 A. M., 12 M., 3 4.50 and 6 P. M., for Cornwe 1's. Torriscale Holmesburg, Tacony. Wissinoming, Bridesburg, and Frankford, and at 10:15 A. M. or Bristol. Schenck's, Eddington, and 8 P. M. for Holmesburg and intermediale stations.
At 7:30 A. M. and 3:30 P. M. for Niagara Falls, Buffalo, Dunkirk (anandalgua, Elmira, Ithaca, Owego, Roches er Binghampton, Oswego, Syracuse Great Bend, Montrose Wilkesbarre, Scranton Stroudsburg, Water Gap, Leividere, Easton, Lambertville, Flemington, etc. The 3:30 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlebem etc.

hem etc.
At 5 P. M. for Lambertville and intermediate stations.
May 1, 1866. WILLIAM H. GATZMER, Agent. NORTH PENNSYLVANIA RAILROAD. Depot. THIRD Street. above Thompson.
For BETBLEBEM. DOYLESTOWN. MAUCE CHUNK, EASTON, WILLIAMSPORT, and WILKES BARRE.
At 730 A. M. (Express), for Bethlebem, Allentown.
Mauch Chunk, Hazleton, Williamsport, and Wilkes-

WEST JERSEY RAILROAD LINES.
From foot of MARKET Street (Upper Ferry).
Laily, except Sundays
FALL AND WINIER ARRANGEMENT.
Commencing WEDNESDAY, November 15, 1886.
For Bridgeton, Salem, and all Stations on West Jersey
and Salem Ballroads, at 9 A. M. and 3 36 P. M.
For Mil ville and all intermediate Stations, at 9 A. M.
and 3 1. M.
For Cape May and intermediate Stations, at 9 A. M.
For Cape May and intermediate Stations at 9 A. M. and 3 1. M.

Freight received belove \$2. M. Will go lorward same day

Freight delivery, No. 288 S. Delaware avenue.

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 Weiner street.

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.
PERIODICALS, Etc.,
May be obtained at current rates.

FOR SALE—STATE AND COUNTY RIGHTS of Capewell & Co.'s Patent Wind Guard and Air Heater for Coal Oil Lamps: R prevents the Chimneys from breaking. This we will warrant. Also saves one-third the oil. Call and see them they cost but ten cents. No. 262 RACE birect. Philadelphia Sample sent to any part of the United States on receipt of 25 cents. 310

Mauch Chunk, Hazleton, Williamsport, and Wilkesbarre.
At 2:30 P M (Express), for Bethiehem, Easton, etc., reaching faston at 6:45 P, M.
At 5:15 P, M. for Bethiehem, Allentown, Mauch Chunk, Banville and Williamsport.
For Doylestown at 8:35 A. M., 2:36 and 4:15 P, M.
For Fort Washington at 10 A M. and II 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 Bethlebem at 6:25 A. M. and 16:02 A. M., and
6:15 P. M. Leave Bethlebem at 6 25 A. M., and 15 02 A. M., and 15 15 P. M.
Leave Doy estown at 6 30 A. M., 3 15 and 5 36 P. M.
Leave Langdale at 6 16 A. M.
Leave Fort Washington at 16 36 A. M., and 2 15 P. M.
ON. SUNDAYS.
Philadelphia for Bethlehem at 6 A. M.,
Philadelphia for Doylestown at 3 P. M.,
Daylestown for Philadelphia at 4 P. M.,
Heihlebem for Philadelphia at 4 P. M.,
Through Tickets must be procured at the ticket offices,
THIED Street, or BERKS Street.

ELLIS CLARK, Agent

and 3.1. M
For Cape Way and intermediate Stations at 9 A. M. ta Mill ville, convecting with Freight Train Passenger Can attached for Cape May, due 3.45 P. M., and 3 P. M., through Passenger one 8 P. M.
For Glassboro and intermediate Stations, at 9 A. M., and 3.30 P. M., Sor Woodbury, Gloucester, etc. at 9 A. M., 3, 3.30 and 5.30 P. M.
Freight will be received at second covered wharf below wainut street, from 7 A. M., until 5 P. M.
Freight received before 9 A. M. will go forward same day

M. P. M.

ON SUNDAYS.
Leave Philadelphia 9 A. M. 25, and 7 P. M.
Leave Manayunk 78 A. B. 55, and 8 P. M.
W. S. WILSON, Contral Superintenders,
Depot NINTH and GREEN Stre tr