the Court of Children California and the Court of the Cou

AN HOUR WITH GENERAL GRANT.

His Views Upon Mea and Measures. The editor of the Lewiston Falls Journal, now at Washington, recently spent an hour in the studio of the Maine artist Simmons, in conver-sation with General Grant, and gives an interesting statement of the opinions expressed by kim upon "men and measures." Some people will doubt whether the General would unbosom himself so fully to a stranger when he is habitually so reticent; but we give the story as we

find it. The writer says:—

The General, who was dressed in a plain black civilian suit, had hardly removed his hat from his head before he took a cigar from his pocket, lighted it, and began to pull out wreaths of smoke, "I am breaking off from smoking," remarked Grant, "When I was in the field I smoked eighteen or twenty cigars a day, but now I smoke only une or ten!"

The conversation turned to the Virginia campaigns of 1864 and 1865. "I notice," remarked General Grant, "that Mr. Swinton has published a history of the campaigns in the Old Dominion, in which he takes the ground that I gained nothing, but, on the contrary, lost many valuable lives uselessly by moving my army from the Rapidan direct towards Richmond, rather than by taking it around by water to the Peninsula, as McClellan did. This," ob-served the General, "is a revival of the exploded theory (referring to the McClellan policy) of subduing the Rebellion by peace measures. A half a million troops might have been kept within sight of Washington till doomsday, and the Rebellion would have flourished more and more vigorously day by day. Fighting, hard knocks only, could have accomplished the work. The Rebellion must be overcome, if overcome at all, by force; its resources destroyed, its fight ing material obliterated, before peace could be obtained."

There were but two fallures in the Virginia campaign of 1864 which ought to have been successes," said Grant," and those were the failure to capture Petersburg when we crossed the James and atterwards at the mine explosion. But," added Grant, "it was all for the best that we failed in those two instances, for, had we succeeded at either time, Lee would have at once been obliged to abandon Richmond, and would have been able to secure a safe retreat into the interior of the South, where he would have prolonged the contest for years. Our failures then and the determination of the Rebels to hold on to their Capital, gave us time to ex-tend our left southward, to bring up Sherman from Georgia, and thereby made it impossible

for Lee to escape."

In reply to a question as to whether he was not surprised at the suddenness of the collapse of the Rebellion, Grant said that he was. although he had always supposed that when it would break down it would go all at once. "I thought, however," he remarked, "that it would hold out another season, and I am not sure," he added, "but that it would have been better for the country if it had. There were some parts of the country where our armies had never trod, particularly Texas, which needed to feel the blighting effects of war to bring their people to a realizing sense of the enormity of their crume. and the necessity of a thorough repentance. find," said he, "that those parts of the South which have not felt the war, and particularly those which have been within our lines, and have therefore escaped the Rebel conscription and taxes, are much less disposed to accept the situation in good faith than those portions which have been literally overrun with fire and

Referring to the temper of the Southern people, he remarked that they are much less disposed now to bring themselves to the proper frame of mind than they were one year since. "A year ago," said he, "they were willing to do anything; now they regard themselves as mas-ters of the situation. Some of the Rebel gene-rals," he added, "are behaving nobly, and doing all they can to induce the people to throw aside their old prejudices, and to conform their course to the changed condition of things. Johnston and Dick Taylor, particularly, are exercising a good influence; but," he added, "Lee is behaving badly. He is conducting himself very differently from what I had reason, from what he said at the time of the surrender, to suppose he would. No man at the South is capable of exercising a tenth part of the influence for good that he is, but instead of using it he is setting an example of forced acquiescence so grudging and perni-cious in its effects as to be hardly realized."

'The men who were in the Rebel armies, said Grant, "acquiesce in the result much better than those who stayed at home. The women are particularly bitter against the Union and Union men. Of course," he added, "there is some bitterness of feeling among all classes, but I am satisfied it would soon die out if their leading men had not somehow got the idea that treason, after all, was not very bad, and that 'Southern cause,' as they phrage it, will yet triumph, not in war, but in politics. In my judgment," said Grant, "the tone of certain men and certain papers at the North is such as to do incalculable mischief in making the late believe that they are just as much entitled to rule as ever, and that if they will only stand by what they are pleased to call their 'rights they will have help from the North. This, significantly added Grant, "is only playing over again the incipient stages of the Rebellion."

He was confident that the large majority of the Southern people would smother their resent ment and become good citizens, if these mis chiel-makers at the North (the Copperheads would only let them alone. For himself, if he had the power, the first thing he would do would be to seize the New York News and kindred sheets, which are giving the South so dangerous an idea of their own position and

"Troops," said General Grant, "must be kept in all the principal points in the South for some me to come. This will be necessary to repress the turbulence of a class of the South very dangerous to all well-disposed persons, and also to protect the rights of the freedmen, who are looke I upon with deep hatred by a very large proportion of the people I am in favor, however," he added, "of not retaining our volunteers for this duty, because they very naturally think that they tulfilled their engagement one year since." Grant spoke in high terms of Sherman, Sheridan, Howard, and other Generals, and referred

to our Mexican difficulties, forcibly adding that he believed the French invasion of Mexico a part of the Rebellion, and he should have been glad to have seen a detachment of our army sent there one year since. He would engage that Sheridan, with plenty of arms, and 2000 American troops, and a goodly number of American officers, would, with the aid of the Mexicans, clean Maximilian out of Mexico in

The Names of London Streets,

The London correspondent of a Western paper contributes the following interesting gossip about the names of the streets in London:-

"The streets of London have been made mutters of public interest in many ways, from Smith's book, which gives a good account of their historic associations—a book which every visitor to London should have—to Dion Boucicault's play now performing at the Princes. Theatre. But as yet no antiquary has given us an account of the naming of these streets. The first thing that strikes the wanderer through them is the poverty of names which seems to have afflicted London, and which shows itself in singular and intolerable repetitions of them. There are 36 King streets. There are 180 places named Washington in America; but fancy how coachmen and strangers in New York would swear at the father of their country if even 36 streets in New York were named for him. How leyalty to the throne is compatible with 36 King streets in Loudon, I cannot say. with 36 King streets in Loudon, I cannot say. There are 25 Queen streets also, and 3 Queen Squares. The House of Brunswick is remembered in 20 George streets and 9 George Yards. There are 34 Charles streets, 32 John streets, 25 Church streets and 10 Church rows, 20 Princess streets, 18 Buke streets, 17 James, 16 Cross, and 11 Ct apel streets. Besides these there are unaccountable varieties, such as Old King, New John, Upper Charles, etc. etc. There are 21 New streets, 6 New roads, and 8 New courts. Thirty-two streets are named after Queen Victoria. Six of the dirtiest streets in London are tema. Six of the dirtiest streets in London are

called Paradise street. There is a stenchy fitness in the naming of Liquorpond street, as there is in the religious literature of Amen Corner, which is reached by Paternoster Row. Some American writer has noticed that the philosopher who admires Frederick, and debut it may be said for him that one reaches it through Justice Walk. It is intolerable, how-ever, that some of the vilest and meanest lanes should be named after Shakasmean Names ends slavery, should live at Great Cheyne Row. be named after Shakespeare, Newton, and Milton.

A Reminiscence of the War of 1812. THE FIGHT BETWEEN THE "SHANNON" AND THE

"CHESAPEAKE," A stirring story of the war of 1812 is retold in biography of Admiral Broke, just issued by his family in England. Broke was a captain in the British navy in 1812, in command of the frigate Shannon, and the only notable exploit he ever performed was the capture of the Chesapeake. His biographer claims to have thrown new light upon that short and bloody fight. After a year's cruise, with no important result, Broke appeared off Boston, and sent in a challenge to Lawrence to fight the Shannon with the Chesapeake. The challenge was accepted, and in this book we have, for the first time, the British captain's full version of the story. The speech he made to his men, just before the vessels closed in battle, is thus given :-

"Shannons! you know that, from various causes, "Shannons! you know that, from various causes, the Americans have lately triumphed on several occasions over the British flag in our trigates. This will not daunt you, since you know the truth that disparity of force was the chief reason. But they have gone further, they have said, and they have published it in their papers, that the English have forgotten the way to fight. You will let them know to-day there are Englishmen in the Shannon, who still know how to fight. Don't try to dismast her. I re into her quarters; main deck into main deck: Fre into her quarters; main deck into main deck; quarter deck into quarter deck. Kill the men and the ship is yours. Don't hit them about the head, for they have steel caps on, but give it them through the body. Don't cheer. Go quietly ito your quarters, I feel sure you will all do your duty; and remember, you have now the blood of hundreds of your countrymen to avenge."

The parrative continues:-"At this storring and touching allusion to the fate of the Guerriere, the Macsdonian, and the Java, many of the hurdy seamen wept. A dead and heavy science (the voiceless calm of do or die) rested over the Shannon's decks; but it was twice broken before a shot was fired. Jacoo West, rate of the Guerriere, said:—I hope, sir; you will give us revenge for the Guerriere to-day?" To which Broke replied:—You shall have u, my man; go to your quarters.' Another seaman, eyeing the rusty blue ensign which fluttered at the Shannon's mizzen peak, asked:—'Mayn't we have three ensigns, sir, like she has?' 'No,' said Broke, 'we've always been an unassuming ship' All now went silently and resolutely to their stations." stations,'

Some incidents of the fight are thus told:-"When Captain Broke was lying on the Chesapeake's forecastle deck after he was wounded and
covered entirely with lime and blood, he had a
struggle for life with a huge American who was beside him, and also wounded. The American was
the stronger of the two; both were weak and
the struggle was faint. At last the American
managed to get uppermost; he had picked up a
bayonet. Captain Broke had tried to find his dagger,
but could not co so. The American had lifted his bayonet. Captain Broke had tried to find his dagger, but could not co so. The American had lifted his arm and weapon to strike. At this moment John Hill, a marine, came up. Hill took is for granted the undermost one must be the enemy. He pointed his bayonet accordingly, and was on the point to thrust, when Captain Broke called out, Poh, poh, you foo; don't you know your captain?' Hill raised his aim, and ran the American through. Now, so critical was all this, that had Captain Broke lost his presence of mind, and spoken in a manner and voice unusual to himself, Hill would certainly have made a wrong and fatal attack. But Captain Broke spoke a wrong and fatal attack. But Captain Broke spoke a calmiy and as naturally in voice and manner as he had been used to do for years on board the Shannon, and before the man who now delivered him (one may say), as a consequence of that presence of mind'
"Thirty-two British subjects were found on board the Chesapeaks, and, as Captain Broke said, 'atter it was all over!' and it was said at the time, as well as believed by all, that the resistance made against the

was all over!' and it was said at the time, as well a believed by all, that the resistance made against the Shasnon's boarcers was by Euglishmen! who, if captured, would probably be hung at the yard-arm, as traitors to their country. Three men who at-tacked Captain Booke and wounded him were British subjects.
"when the Chesapeake was boarded most of the

men in the fore and maintops fled to the deck, and so did one out of the mizzentop; the seventh man in this top kept up his fire on the boarders, and much arnoyed them. He was closely watched, but no one could get a shot at him. A seaman, a tall, strong man (his name not certain, but perhaps Gorman), stormed the top, and threw the american out into the starboard quarter boat of the Chesapeake. This was done just as the forecastle contest was ending.

"The loader of the ninth gun on the quarter-deck of the Shannon was aruck by a grape-shot. It entered just below the stomach, and fell into the cavity of the body; but the brave fellow loaded his gun although thus wounded. He would not go below, and was led to the arm chest, abatt the after gun, and there he lav down in dreadinl agony, and begung those about him to put their bands into the wound and take the shot out, saying. I shall do well enough it you will only do that.' Of course he died."

Cooper's "History of the Navy of the United gives a different phase of this famous right. The crew of the Chesapeake were in bad humor, on account of a delay in the payment of prize money, many landsmen were on board, some of the officers were ill on shore, and in less than fitteen minutes from the beginning of the engagement, Captain Lawrence and all his best officers were struck down by the enemy's shot, that "the upper deck was left without an officer above the rank of a midshipman." Capper writes (vol. ii. p. 105):—"The people of the Chesapeake had not the means to resist, neither were they collected nor commanded in the mode in which they had been trained to act." He adds that, "perhaps the capture of no single ship ever produced so much exultation on the part of the victors, or so much depres sion on that of the beaten party, as that of the hesapeake;" but that when the Americans "were told of their deleat and called on to acknowledge that their enemy was victorious in one of the most extraordinary combats of the age, they have generally given all the credit to conquerors that they deserved, and while they trankly admit that the victory was remarkable, they may be excused from believing it quite as much so for standing alone in such a war as for any other distinguished character-istic." The biographer of Admiral Broke, although he furnishes some interesting intor-mation, does not destroy the force of these con-

Playing Cards for Kisses.

The Chicago Republican tells the following:-Louis Feine and his wife appeared before Justice Sturtsvant yesterday morning, charged with conduct to the prejudice of good order. Louis keeps a saloon on Canal street, near Mon roe. He has a young wile, and the two amuse themselves on these spring evenings by sitting in the saloon and playing eachre, with kisses for stakes. It so happened that several people stood at the window, and peered in at the chinks and crannles at this spectacle of home-like bliss. A couple of officers noticing the crowd, joined it, and themselves peered. But at that unhappy moment it came to pass that the husband had won the game, and with magnatiumty at once unasked for and insulting, declined to receive the dues. She threw the cards in his face. He slapped her. She litted a chair and threatened him. The devil of discord held at once entire possession. He seized and shook her. The policemen went in and arrested them both. Their faces were red, their eyes sparkled, and their mouths nervously twitched. When they came before the Justice, however, love had relit his lamp and furled his purple wings. They stood hand-in-hand, with downcast eyes, live truant children, and blushed when their coulous were negrated. Each when their e ploits were narrated. Each pressed the other's hand as the throwing of the pack, the slapping of the face, the lifting of the chair, were mentioned, and sighed out, "I didnt mean to do it.

They were and \$3 each. He paid it and they departed, she sa ing. "Now, Louis, you won't reuse my kine szann, will you, love?" And he replied, "Oh, never."

-An Indian girl in Wisconsin recently killed herselt, because of the social slights imposed upon her. -Why are gentlemen's love-letters liable to

go astray? Econuse they are renerally mis-

RAILROAD LINES

DHILADELPHIA, WILMINGTON, AND BAL
TIMORE RALLBOAD,
TIME TABLE,
Cemmencing MONDAY, April 16, 1868. Trains will
leave Depot, comer of BROAD Street and WASHING10 N Avenue, as follows:—
Express Train at 418 A. M. (Mondays excepted), fo
Bailmore and Washington, stopping at Chester, Will
umgicn, Newark, Elkton, Northeast, Perryville, Havrede Grace, Aberdeen, Perryman's, Maguelia, Chase's
Stemmer's Run. Stemmer's Run.

Way Mail Train at 8 15 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations between Philadelphis and Baltimore.

Delaware Baltonad Train at 9 A. M. (Sundays excepted., for Princess Anne, Milford, and Intermediate stations.

Express Train at 11.45 A. M. (Sundays excepted), for Baltimore and Washington. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Claymont, Wilmington, Newark, Ekton, Northeast, Perryville, Havie de Grace. Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Rus.

Night Express at 11 P. M., for Baltimore and Washington.

ngton.

Passengers by Boat from Baltimore for Fortress Mon-coe Nortolk, City Point, and Richmond, will take the 11 45 A. M. train, WILMINGTON ACCOMMODATION TRAINS, Stopping at all Stations between Philadelphia and Wil-Ington.
Leave Philadelphia at 9, 11 15 A. M., 4 20, 6, and 11 30
M. The 4 30 P. M. Italn connects with Delaware
aliroad for Harrington and infermediate stations.
Leave Wilmington at 6 45, 8, and 9 36 A. M., 4 and 6 30

P. M.
Trains for New Castle leave Philadelphia at 9 A. M., 4 26 and 6 P. M.
THROUGH TRAINS FROM BALTIMORE
Leave Wilmington at 11 A. M., 4 36 and 10 P. M.
CHESTER FOR PHILADELPHIA.
Leave Chesier at 7 46, 8 46, 10 14, and 11 40 A. M., 4 43 510, 7 26 and 10 36 P. M.
FROM BALTIMORE TO PHILADELPHIA.
I cave Baltmore 7 25 A. M., Way-mail. 9 20 A. M., Express. 1 10 P. M., Express. 6 25 P. M., Express. 8 25 P. M., Express. 8 25 P. M., Express.

Express. 110 P. M. Express. 6-35 P. M., Express. 22 P. M., Express. TRAINS FOR BALTIMORE

Leave Chester at 440 and 8-52 A. M., and 3-38 P. M.

Leave Wimington at 5-23 and 9-33 A. M. and 4-15 P. M.

Freight Trains with Passenger Cars attached will leave as follows:—Wimington or Perryville and intermediate stations at 6-05 P. M. Baltimore for Havre-de Grace and intermediate stations at 4-45 P. M. Porryville for Wilmington and intermediate stations at 4-50 P. M. Connecting at Wilmington with 8-A. M. train for Philadelphia.

SUNDAY TRAINS.

Express Train at 415 A. M. for Baltimore and Washington, stopping at Chester, Wilmington, Newark, Elkton, Northeast, Perryville. Havre-de-Grace, Aberdeen, Perrymsu's, Magnolia, Chasse's and Stemmer's Run.

Kigha Express, II P. M. for Baltimore and Washington. A commodation Train at 11 38 P. M. for Wilmington and intermediate stations.

BAL'11MORE FOR PHILADELPHIA.

Leave Baltimore at 8:25 P. M., stopping at Havre-de-Grace, Perryville, and Wilmington. Also stops at Elkton and Newsrk (to take passengers for Philadelphia and leave passengers from Washington or Baltimore) and Chester to leave passengers from Baltimore or Washington.

Accommodation Train from Wi mington for Philadel phia and intermediate stations at 6 °0 P. M. 4 16 B. F. KENNEY, Superintendent.

DENNSYLVANIA CENTRAL RAILROAD,-DEANSYLVANIA CENTRAL RAILROAD,—
SUMMER ARRANGEMENT.

The Trains of the Pennayivania Central Railroad leave the Depot. at Thirty-first and Market streets, which is reached by the cars of the Market Street Passenger Railway, running to and from the Depot. The last car leaves Front 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.

Mann's Baggage Express will call for and deliver Baggage at the Depot. Orders left at the Office, No

Ų.	paggage at the Depot. Officers ier, at the Ome	e, N
	631 Cresnut street, will receive attention.	
	TRAINS LEAVE PEPOT, VIZ. :-	
	Mail Trainat 8 00	A - 3
	Daily Express	
ы	Paoli Accommodation, No. 1	1.6
10	Fast Line and Eric Express	**
	Barleburg Accommodation	M
	Lancaster Accommodation	
01	Lancaster Accommodation	
ďθ	Paoli a ecommodation No. 2at 5:00	- **
	Pirtsburgh and Eric Mails at 9 09	14
SI	Paoli Accommodation, No 3	-64
	Philade phia Express at 11-10	44
۲.	THAINS ARRIVE AT DEPOT VIZ :	
	Cincinnati Express: at 12-40	A . 3
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9	Paoli Accommodation, No. 2	4.8
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Hunning through from Philadelphia to Pittsburgh and Eric without change or cars. All other frains daily, The Penrsylvania Railroad 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

with the at the risk of the owners, unless taken by special contract

Are located at No. 681 Chesnut street, Continental Hotel, and Girard House, where Tickets may be procured to all important points in Fernasylvania, as well as the West, Northwest and Southwest; and all parliculars given as to time and connections by JOHN C. Alleh, Ticket Agent.

Also at Thirty-first and Market streets on application to

THOMAS H PARKE.

Ticket Agent at the Depot.

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

3 12

No. 137 DOCK Street.

I cave Norristown 5%, 7, 7:50, 9, 11 A., M., 1%, 4%, 6%, ard 8 P. M. train will stop at School Lane, Wissa hickon, Manayunk, Spring Mill, and Conshobocken only ON SUNDAYS.

Leave Philadelphia 9 A. M., 2%, 4 and 7% P. M., Leave Norristown 7 A. M., 1, 5%, and 8 P. M. FOR MANAYUNK.

Leave Philadelphia 6, 8:35 minutes, 11:05 A. M., 1%, 3, 4%, 5%, 6%, 8:5, and 1:% P. M.

Leave Manayunk 5%, 7%, 8:20, 9%, 11%, A. M., 2, 5 6%, 8% P. M.

ON SUNDAYS.

ON SUNDAYS.

Leave Philadeipnia 9 A. M., 25, 4, and 135 P. M.

Leave Manayunk 75 A. M. 15, 6 and 95 P. M.

W. S. WILFOR, General Superintendes

Flepot NINTH and GREEN Street

1866 PHILADELPHIA AND ERIE RAIL.
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NEW YORK CONNECTION.

Leave New York at 9.4 M. arrive at Erie 9.30 A. M.

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Returning, the above lines will leave New York at 12 moon, and 4 and 8 P. M.

Freight for Transon, Princeton, Kingston, New Brnnswick, and all points on the cameen and Amnoy Rail road; also, on the Rev dere Delaware and Flemington the New Jersey, the Freight day and all points on the cameen and Annoy Rail road; also, on the Rev dere Delaware and Flemington the Burlington and Mount Holly Railroads, received and forwarded up to 1 P. M.

The Belvidere Delaware Reilroad connects at Phillipsburg with the Lehligh Valley Railroad, and at Manuskachunk with all points on the De'aware, Lackawanna, and Western Rai road, forwarding to byracuse, Buffalo, and other noints in Western New York.

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A sip memorandum, specifying the marks and numbers, chippers, and corsi press, must, in every instance, be sent with each load of goods, or no receipt will be given.

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For terms, or other information, apply to WALTEE FRIFES AN. Freight Agent, 111 No. 226 S. DELA WARE Avenue, Philadelphia

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Leaving the Company's Depot. at THIRTEENTH and CALLOWHILL Streets Philadelphia, at the following

RAILROAD LINES.

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MORNING MAIL.

At 8 A. M. for Reading Lebanon. Harrisburg, Potts Ville, Pinearove, Tamaqua, Sunbury, Villadaport, Fimira, Rochester Nissara Fale, Eufinio Alemown, Wilkesbarre, Piliston, York, Carlisle, Chambersburg, Hagerstown, etc. etc.

This train connects at READING with East Pennsylvania Railread trains for Allentown, etc., and the Leban Walley train for Harrisburg, etc.; at PORT CLINTON with Catawiasa Railroad trains for Williamsburg, Lock Haven, Fimira, etc.; at HARRIS BURG with Northern Central Cumberland Valley, and Schnylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove etc., etc.

isno, Whismasport, York, Chambersburg, Pinegrove etc. etc.

AFIERNOON EXPRESS.
Leaves Pollacelpida at 8-80 P. M., for Reading Pottsville, Harrisburg, etc., connecting with Reading and Columbia Ealirond trains for Columbia, etc.

BEADING ACCOMMODATION.
Leaves Reading at 6-60 A. M., stonging at all way stations, arriving at Philadelphia at 8-55 A. M..

Returning, leaves Philadelphia at 8-55 A. M.; arrives in Reading at 7-55 P. M.

Trains for Philadelphia is ave Harrisburg at 7-30 A. M. and Pottsville at 8-30 A. M. arriving in Philadelphia at 12-45 P. M. Afteinoon trains leave Harrisburg at 2-90 P. M., Pottsville at 2-45 P. M., arriving in Philadelphia at 7-65 P. M.

HARRISBURG ACCOMMODATION.

P. M., Pottsville at 2-45 P. M., arriving in Philadelphia at 7-95 P. M.

HARRISBURG ACCOMMODATION.

Leaves Reseding at 7-35 A. M. and Harrisburg at 7-35 A. M. and Harrisburg at 7-35 A. M. and Harrisburg at 7-36 A. M. and Harrisburg at 12-20 P. M. Market train. with passenger car attached, leaves Philadelphia at 12-45 neon for Reading and all stations. Leaves Reading at 12-45 neon for Reading and all stations.

All the above trains run daily, sundays excepted. Sunday trains leave Pottsville at 8-10 A. M., and Philadelphia at 3-15 P. M. Leave Philadelphia for Reading at 8-50 A. M., te urning from Reading at 4-25 P. M. CHES-ER VALLEY RAILEGAD.

Passengers for Downingtown and Intermediate points

Passengers for Downingtown and Intermediate points take the 800 A. M. and 510 P M. trains from Philadelphia, returning from Downingtown at 635 A. M. and NEW YORK EXPRESS FOR PITTSBURG AND THE NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

Leaves New York at 9 A.M., and 8'30 P.M., passing Beading at 1'30 A.M. and 1'48 P.M., and connecting at Harrisburg with Pennsylvania and Northern Central Bailroad express trains for Pittsburg. Chicago, Williamsport. Limira, Ealtimore, etc.

Returning, express train leaves Harrisburg on strival of the Pennsylvania express from Pittsburg, at 3 and 9'75 A.M., passing Beading at 4 49 and 10'52 A.M., and arriving in New York at 10 A.M. and 2'45 P.M. Nleeping cars accompany these trains through netween Jersey City and Pittsburg without change.

A mail train for New York leaves Harrisburg at 2'00 P.M. Mall train for Barrisburg leaves New York at 12 M.

SCHUYLKILL VALLEY BALEDAD

P. M. Mall train for Harrisburg leaves New York at 12 M.

SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsville at 7 and 11-30 A. M., and 7-15 P. M., ieturuing from Tsmaqua at 7-35 A. M. and 140 and 4-15 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILROAD.

Trains leave Auburg 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 7-35 A. M. and 6-10 P. M.

TICKETS.

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

Canada.

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

COMMUTATION TICKETS

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

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

SEASON TICKETS.

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

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

EXCURSION TICKETS.

From Philadelphis to principal stations, good for Saturday, Sunday, and Monday, at reduced fare to be had only at the Ticket Office, at THILTELNTH 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 Philadel phia daily at 5 30 A. M., 12:45 noon, and 6 P. M., for Reading, Lebanon, Harrisburg, Pottsville Fort Clinton, and all points beyond.

MAILS

Close at the Philadel phia Post Office for all places on the road and its branches at 5 A. M., and all the principal stations only at 2 15 P. M. FREIGHT.

Company's Lines.

FROM PHILADELPHIA TO NEW YORK

BY Places, from Walnut Street Wharf, will leave
as follows, viz:

At 5 A. M., via Camden and Amboy, Accomm oda

100.

3225

At 5:10 P. M , via Camden to South Amboy, Accommo At 8 A. M. 2 and 5:30 P M., for Mount Holly, Ewans-ville Pemberton, and Vincentown At 5 A. M. and 2 P. M. for Freehold. P. M. for Freehold.

At 5 and 10 A. M., and 12 M., 4, 5:30 and 7 P. M. for Fish bouse. Palmyra, Riverion Progress. Delanco Beverly. Edgewater, Burimgton. Florence, Bordentown, etc. The 10 A. M., and 4 P. M. lines run direct through to Tienton.

LINES FROM KENSINGTON DEPOT WILL LEAVE

AS FOLLO VS:

At 11 A M, 420 645 P. M., and 2 P. M. (Night), via

Kensington and Jersey City 1 Xpress Lines, fare 63 00.

The 645 P. M. Line will run daily. All others Sundays excepted At 7:30 and 11 A. M., 3 3:30 4:30, 5, and 6:45 P. M. and At 7:30 and 11 A. M. 3 3:30 4:30, 5, and 6:45 P. M. and a minight, for Eristol, Trenton, etc.

At 7 and 10:15 A. M. 12 M. 3, 4, 5, and 6:P. M., for Cornwell's Torrisdale Holmesbury, Tacony, Wissinoming, Bridesburg, and Frankford, and at 10:15 A. M. or Bristol, Schanck's, Eddington, and 8 P. M. for Holmesburg and intermedia e stations.

At 7:30 A. M. and 3:30 P. M. for Niagara Fall's, Buffalo, Dunkirk (anahodigus, Elmira, fithaca Owego, Rochester Binghempton, Oswego, Syracuse Great Bend, Montrose Wilkesbarre, Scianton Stioudsburg, Water Gap, Felvidere, Laston, 1 ambertville, steminaton, etc. The 3:50 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethle bern etc.

bem etc. t 5 P. M. for Lambertville and intermediate stations. May 1, 1866. WILLIAM H GATZMER, Avent. NORTH PENNSYLVANIA RAILROAD. For EETHLEHEM, DOYLFSTOWN, MAUCH CHUNK, EASTON WILLIAMSPORT, and WILKES BARRE. BARRE, At 730 A. M. (Express), for Bethlehem, Allentown Mauch thunk, Hazleton, Whilamsport, and Wilkes

At 730 A. M. (Fapress), for Bethlehem, Allontown, Mauch thunk, Hazleton Williamsport, and Wilkesbarre.

At 2:30 P. M. (Express) for Bethlehem, Vaston, etc., reaching Easton at 6:45 P. M.

At 5:15 P. M., for Bethlehem, Allentown, Mauch Chunk, Danville and Williamsport
For Doylestown at 8:35 / M., 2:30 and 4:15 P. M.

For Fort Washington at 10 A. M. and 11 P. M.

For Lansdale at 6:15 P. M.

White cars of the Second and Third Streets Line City
Fassenger t ars run direct to the depot.

TEAINS FOR PHILADELPHIA.

Leave Bethlehem at 6:25 A. M. and 12:75 Noon, and
15 P. M.

Leave Doy estown at 6:40 A. M., 2:15 and 5:30 P. M.

Leave Fort Washington at 10:30 A. M., and 7:15 P. M.

Philadelphia for Beth enem at 9 A. M.

Philadelphia for Doylestown at 2:30 P. M.

Doylestown for Philadelphia at 7:20 A. N.,

Bethlehem for Philadelphia at 7:20 A. N.,

Bethlehem for Philadelphia at 7:20 A. N.,

Bethlehem for Philadelphia at 7:20 P. M.

Through Tickets must be produced at the more of the Street.

THE D. Street of BERES Street.

WEST JERSEY RAILROAD LINES.

Daily, except sundays

FALL AND WINTER ARRANGEMENT.
Commencing WEDNESDAY. November 15, 1866.
For Bridgeton, Salem, and all Stations on West Jersey and Salem Saliem Salem, at 9 A. M. and 370 P. M.
Fo. Milyville and all intermediate Stations, at 9 A. M. and 31. M.
For any May and intermediate Stations at 9 A. M. for any May and intermediate Stations. and 3.1. M
For Cape May and intermediate stations at B. A. M. to Millylle, connecting with Freight Train Passenger Can attached for Cape May, due 3.45 P. M., and 3 P. M. For Glassboro and intermediate Stations, at 9 A. M., and 3.39 P. M.

For Woodbury, Gloucester, etc. at 3.4 M., 3.22 onbury. Gloucester etc. at 9 A. M., 3 3 % Freight was be received at second covered wharf below a alnut street, from 7 A. M. until 5 P. M.
Freight received before 9 A. M. will go forward same

Freight delivery, No. 228 S. Delaware avenue
J VAN BENSSELL EK Superimendes
THE WEST JERSEY EXPRESS COMPANY THE WEST JERSEY EXPRESS COMPANY
will attend to all the usual branches of express business,
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No. 16 North SIXTH Street, MANUFACTURER OF

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40.500 Deposit with United States Government subject to ten days' cal.

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56,635 87 81.253 630 18

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\$500,000 Disbursed on this account within the past few years.

For the present the office of this company 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 tates as are consistent with safety.

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1195

1829-CHARTER PERPETUAL FRANKLIN FIRE INSURANCE COMPANY

PHILADELPHIA. Assets on January 1, 1866, \$2,506,851'96.

UNSETTLED CLAIMS, INCOME FOR 1866 \$11.467.53. LOSSES PAID SINCE 1829 OVER \$5,000,000.

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No. 224 WALNUT Street, opposite the Exchange.
In addition to MARINE and INLLA D INSURANCE.
this Company insures from loss or damage by FIRE, on
liberal erms on buildings, merchandise, arriture, etc.,
for limited periods, and permanently on buildings, by
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PENNSYLVANIA FIRE INSURANCE COM
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WALNUT Street, oprosite Independence -quare.
This Company, tavorably known to the community
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permanent vor for a limited time. Also on Furniure,
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Charter Perpetual. Authorized Capital, \$500,000.
Faid-up Capital, \$10,000
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eitrer permanently or for a LIMITED period. Also, on
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T H E P R O V I D E N THE AND TRUST COMPANT,
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Short time Tickets for 1. 2.3 5 7, or 10 days or 1. 3, or 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, chiladel-phia, or at the various Railroad Ticket offices. Be sure o purchase the tickets of the North American Transit

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Machine Work and Millwrighting promptly attende

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GRAVE-STONES, Etc. Just completed, a benution variety of ITALIAN MARBLE MONUMENTS, TOMBS, AND GRAVE-STONES Will be sold cheap for cash.

Work sent to any part of the United States

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DEALERS IN BAGS AND BAGGING

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Targe and small GUNNY BAGS canstantly on hand.

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