CITY INTELLIGENCE.

[For Additional City Intelligence see F[illegible] Page.]

THE SLAUGHTER OF THE HEAT.—Thomas Dietz, residing at No. 910 North Third street, was overcome at Jefferson and Eleventh streets, yesterday.

Christopher Kennedy was overcome by the heat at Randolph street, near Girard avenue, and was taken to his residence, at No. 1545 Montgomery avenue.

An unknown man was sunstruck in the Fifteenth Ward, and was removed to the District Station.

An unknown white man, apparently 35 years old, died from the effects of the heat, at No. 618 New Market street.

James Hamilton was sunstruck at Broad and Filbert streets, and removed to his residence, in Fourth street, near Carpenter.

William Fletcher died suddenly from the effects of the heat. He resided at No. 1640 Barker street.

John Brown, who resided at No. 234 Monroe street, was sunstruck, and died at the Fifth Ward Station.

George Fasler died from the effects of the heat. He resided at No. 5 Demiger's place.

Peter Dyer, fifty years old, died from the effects of heat. His residence was at No. 211 South Water street.

William Bell died suddenly, supposed to be from sunstroke. The Coroner was notified to hold an inquest on the body, at No. 949 North Third street.

Mary Graham was overcome by the heat, and removed to the Sixth Ward Station, where she died.

Catharine Huler, thirty-two years old, died from the effects of the heat, at her residence, No. 1151 South Seventh street.

John Brown, a one-armed man, died last evening at the Sixth Ward Station, from the effects of the heat. From letters found on his person he is supposed to be from Clearsville, Craige county, N. Y.

The following persons were received into the Pennsylvania Hospital:—

Hugh McCaffrey, aged 34, sunstruck at Broad and Chesnut streets.

Timothy Collagin, sunstruck somewhere in Cherry street. He resides at Seventeenth and Carpenter streets.

James Furness, married, was overcome by the heat at Fifth and South streets.

George Ash, residing in River street, below the Lancaster pike, sunstroke.

Joseph Andrews, who works about the New Market, was sunstruck.

John Boggs, 35 years old, residing at Shippen street and Shippen lane, was sunstruck near Thirteenth and Market streets.

John Gibbons, from Pennsgrove, N. J., was admitted from sunstroke.

Patrick Starr was sunstruck. He resides near Fourth and Shippen streets.

An unknown man died suddenly at the Hospital yesterday from the effects of the heat.

Robert Wooden, thirty years old, died at the Hospital from sunstroke.

Last evening a man, name unknown, died at Wolff's saloon, Front and Moore streets.

After sundown last evening there was a considerable improvement in the weather. The heat was no longer oppressive indoors, and there was an agreeable breeze outside.

There were twenty-eight cases of sunstroke in all, and fourteen deaths.

CONFLAGRATION IN COMMERCE STREET—A WALL FALLS AND INJURES A NUMBER OF FIREMEN.—At half-past 12 o'clock this morning fire was discovered on the ground floor of the building situate at No. 506 Commerce street, and in a few minutes the flames burst from the second story, and rapidly advanced upwards to the roof. The building is of ancient structure, the bricks being half black and red, such as were used in old times. The roof was built up of wood from the top of the brick work to the height of three or four feet, and in this was an old-fashioned garret window. It was occupied on the ground floor by Mr. Roberts, as a cooper shop, and in the upper stories by Mendenhall & Garrison, carpenters. The flames spread so fast that nothing in the building could be saved.

No. 504 is a three-story brick, occupied by Messrs. Hansinger & Brittain as a hardware store, and the firemen were in time with their ladders so as to get hose up and save this building. It will be somewhat damaged by water.

Owing to the promptness of the firemen none of the buildings were damaged by fire save the one in which it originated, and it was a fortunate circumstance that the adjacent buildings were so much higher than it. They all contained valuable stocks of goods.

The buildings at No. 507 Market street, occupied by Benson, Campbell & Co., and No. 509, occupied by J. W. Souder, were used to convey hose through, and were somewhat damaged by water.

The policeman who gave the alarm says there was not much fire when he started for the Central Station. The firemen acted vigorously, and with great judgment.

After the fire had been subdued, and the last water was being thrown upon it to effectually extinguish it, the front walls of the building No. 506 fell to the ground with a crash, and without a moment's warning to any one. The bricks fell into the doors on the opposite side of the street, and it being very narrow, was filled with the debris.

A number of firemen were injured, among whom were:—John Saddler, of the Humane Hose, very seriously, it is feared, the injuries being internal. He was removed to Mr. Russell's jewelry store and kindly cared for. A son of John G. Hollick, of the Good Will Engine Company, badly injured, and removed to the drug store at Sixth and Race, from whence he was taken home in an ambulance.

Joseph Donnelly, of the America Hose; Mr. Gorman, of the Good Intent Hose; Mr. Linehart, of the Columbia Hose; Messrs. Cress, Lewis, George M. Lyle, and Henry, of the Pennsylvania Hose, and a member of the Phœnix Hose were more or less injured, and promptly removed to their residence. Quite a number who were bruised from bricks would not give their names.

THE CHAPTER OF ACCIDENTS.—Patrick Tool, forty years of age, was drowned yesterday in one of the basins at Smith's Island. The body was recovered and an inquest held on it. Verdict, accidentally drowned.

The clothing of a child, consisting of a check jacket and pants, was found on Watson's wharf, on the Delaware, yesterday. It is supposed the boy went into swim and was drowned.

William Serrar, a watchman for the Chesnut and Walnut Streets Railway Company, was badly injured yesterday by being jammed between a car and a gate-post. He was removed to the Hospital.

A child fell yesterday, about noon, from the third-story window of the house of its parents, No. 705 Moss street, and was severely injured.

A scaffold erected in front of Campbell's tavern, at Manayunk, fell yesterday. William Lyster, who was at work on it, was precipitated to the ground and badly injured. He was taken to his residence, in Gay street.

MUSIC AT THE HOSPITAL FOR THE INSANE.—A day or two since, Beck's full band gave a musical entertainment at the Pennsylvania Hospital for the Insane, to the very great gratification of the patients of that institution. The band was stationed in one of the beautiful groves in the pleasure grounds, and under their shade the patients enjoyed the rare treat which the considerate kindness of the members of the Board had tendered to them. Our musical societies and the different bands of our city could do no kinder act, nor one that would be more thoroughly appreciated, than occasionally to favor the inmates of the Hospital with such a treat as that just referred to.

PARDONED.—Frank Morris, who was sentenced to one year's imprisonment, to pay a fine of one hundred dollars, and to give security in the sum of $1000 to keep the peace, for an aggravated assault and battery, has been pardoned.

THE PORTLAND SUFFERERS.—The contributions sent to the Mayor yesterday for these unfortunates were:—From Frederick Fraley, $25; G. D. Rosengarten, $100; M. C. D., $25.

A NEW RAILROAD.—Philadelphia capitalists are now constructing a new railroad from Smyrna, Delaware, to Oxford, Maryland, on the the shores of Chesapeake Bay. The line will soon be forty-five miles long. Some fifteen miles of it are completed. It passes through a purely agricultural country, and taps directly the great peach-growing districts of Delaware and Maryland. The enterprise is regarded as a very promising one in every respect. The track is being laid in the very best manner. The intention is to make the road in all respects equal to the best in the country. It will bring to Philadelphia by rail the products of a region that in the way of transportation has suffered from considerable embarrassment.

AN ASSAULT WITH A BRICK.—Edward Roberts was before Alderman Jones yesterday, charged with assaulting with a brick William F. Dunn, at Fifteenth and Market streets. Dunn, who is a one-legged soldier, had a quarrel with Roberts, and the latter threw a brick at him, which struck him on the head and severely injured him. He was bound over to answer.

THE FUNERAL OF CAPTAIN HENRY S. STELLWAGEN took place yesterday afternoon, from his late residence, West Chesnut street. The funeral was attended by officers attached to the Navy Yard and United States vessels at this port, and by a company of marines.

CUT IN THE ARM.—John Ottel, residing in Fifth street, below Christian, was seriously cut in the arm last evening, while engaged in a difficulty about a game of cards, at a tavern at No. 314 Shippen street.

FIRE.—A frame shed in rear of Barrett's file works, Nos. 41 and 43 Richmond street, was damaged by fire last evening.

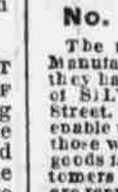
WATCHES, JEWELRY ETC.

LEWIS LADOMUS,
DIAMOND DEALER & JEWELER,
WATCHES, JEWELRY & SILVER WARE,
WATCHES and JEWELRY REPAIRED,
802 Chestnut St., Phila.

Owing to the decline of Gold, has made a great reduction in price of his large and well assorted stock of

Diamonds,
Watches,
Jewelry,
Silverware, Etc.

The public are respectfully invited to call and examine our stock before purchasing elsewhere. 2 2§



SILVER AND PLATED GOODS,
OF THE
Most Superior Workmanship,
AT THE
NEW STORE
No. 704 ARCH STREET.

The undersigned (late of the famous Rogers Bros Manufacturing Company) respectfully announce that they have opened a new and beautiful store for the sale of SILVER and PLATED WARE, at No. 704 ARCH Street. Our long experience as manufacturers will enable us to keep nothing but first-class Goods and those who may patronize our store will find our plated goods far superior to any ever imported, and our customers may rely on the goods being precisely what they are represented to be.

5 26§ BOWMAN & LEONARD.

WATCHES, JEWELRY, &c.

MUSICAL BOXES.

A full assortment of above goods constantly on hand at moderate prices—the Musical Boxes playing from 2 to 10 beautiful Airs.

FARR & BROTHER, Importers,
No. 324 CHESNUT STREET,
11 11smth§rp Below Fourth.

G. RUSSELL & CO.,
No. 22 North SIXTH St.,
INVITE ATTENTION TO THEIR FULL STOCK
OF
FANCY AND PLAIN
SILVER WARE,
Of the Finest Quality. 5 26 §

RICH JEWELRY

JOHN BRENNAN,
DEALER IN
DIAMONDS, FINE WATCHES, JEWELRY
Etc. Etc. Etc.
9 20§ No. 18 S. EIGHTH STREET, Philada.

SHIPPING.

HAMILL'S PASSAGE OFFICE.
"ANCHOR LINE OF STEAMERS."
"LIBERNIA," "COLUMBIA,"
"CALEDONIA," "CAMBRIA,"
"BRITANNIA," "INDIA."
Steam to
LIVERPOOL, LONDONDERRY, BELFAST, DUBLIN, NEWRY, CORK, AND GLASGOW.
RATES OF PASSAGE,
PAYABLE IN PAPER CURRENCY.
CABINS.....$90, $80, and $70
STEERAGE.....$30
THE PAID CERTIFICATES
issued for bringing out passengers from the above points at
LOWER RATES THAN ANY OTHER LINE.
Also, to and from
ALL STATIONS ON THE IRISH RAILWAYS.
SPECIAL NOTICE.—Passengers will take particular notice that the "Anchor Line" is the only line granting through tickets at the above rates, from Philadelphia to the points named above, and that the undersigned is the only duly authorized Agent in Philadelphia.
Apply to W. A. HAMILL,
Sole Agent for "ANCHOR LINE,"
1 15 No. 217 WALNUT Street.

REGULAR LINE FOR HARTFORD, CONN., via the DELAWARE AND RARITAN CANAL.

The steamer SUSAN, Captain Vandeveer, now loading at the second wharf above MARKET Street, will leave as above on THURSDAY next, 19th instant.

Freight taken on reasonable terms Apply to
WILLIAM M. BAIRD & CO. Agents,
7 16 4t No 132 South WHARVES.

FOR NEW YORK.—PHILADELphia Steam Propeller Company Despatch Swiftsure Lines via Delaware and Raritan Canal, leaving daily at 12 M. and 5 P. M., connecting with all Northern and Eastern lines.

For freight, which will be taken upon accommodating terms, apply to WILLIAM M. BAIRD & CO.,
3 16 No. 132 S DELAWARE Avenue

TO SHIP CAPTAINS AND OWNERS.—THE undersigned having leased the KENSINGTON SCREW DOCK, begs to inform his friends and the patrons of the Dock that he is prepared with increased facilities to accommodate those having vessels to be raised or repaired and being a practical ship-carpenter and caulker will give personal attention to the vessels entrusted to him for repairs.

Captains or Agents Ship Carpenters, and Machinists having vessels to repair are solicited to call.

Having the agency for the sale of "Wetterstedt's Patent Metallic Composition" for Copper Paint for the preservation of vessels' bottoms, for this city, I am prepared to furnish the same on favorable terms.

JOHN H. HAMMITT,
Kensington Screw Dock,
1 1§ DELAWARE Avenue, above LAUREL Street.

TRUSSES, SUPPORTERS, ETC.

PHILADELPHIA SURGEONS' BANDAGE INSTITUTE. No. 14 N. NINTH Street, above Market.—B. C. EVERETT, after thirty years' practical experience, guarantees the skilful adjustment of his Premium Patent Graduating Pressure Truss, and a variety of others. Supporters, Elastic Stockings, Shoulder Braces, Crutches, Suspensories, etc. Ladies' apartments conducted by a Lady. 5 28§

AMUSEMENTS.

GRAND NATIONAL CONCERT

FOR THE BENEFIT OF THE

SOLDIERS' AND SAILORS'

NATIONAL ORPHANS' HOME FUND,

UNDER AUSPICES OF THE

SOLDIERS' AND SAILORS' UNION

WASHINGTON, D. C.,

AT GROVER'S THEATRE,

On Thursday Evening, August 2, 1866

300,000 tickets will be sold at $1 each—75,000 presents awarded, valued at $250,000! $25 000 of the profits to be given to the Soldiers' and Sailors' National Orphans Home Fund, $2,500 to the Washington Male and Female Orphan Asylum, the balance, after deducting expenses, to be paid to the Treasurer of the Soldiers' and Sailors' Union, of Washington, D. C.

TICKETS CAN BE OBTAINED AT THE OFFICE OF WILLIAM E. OWENS, NO 527 CHESNUT STREET; ALSO, SENT TO ANY POST OFFICE IN THE COUNTRY PROMPTLY BY MAIL.

LIST OF PRESENTS TO BE AWARDED:

1	Three-story Brick Residence, H street, between Sixth and Seventh	$8,000
1	Three-story Brick Residence, Second street, near E	10,000
1	Three-story Brick Residence, Tenth street, between M and N	8,000
1	Two-story Brick Residence, Tenth street, between M and N	5,000
1	Two-story Brick Residence, Tenth street, between M and N	5,000
2	Fine City Lots, on Seventh street north	4,000
1	Splendid Carriage, Horses, and Harness, complete	4,000
1	Splendid Diamond Ring	2,000
1	Set Diamonds, complete (Pin, Ear-rings and Rings)	1,000
1	Grand Piano (Steinway's)	1,500
1	Solid Silver Tea Set	1,000
10	Grand Pianos $600 each	6,000
10	Grand Pianos, $500 each	5,000
100	Gents' Gold Watches 200 each	20,000
50	Ladies' Gold Watches, $125 each	6,250
5	Grand Melodeons, $200 each	1,000
80	American Case Silver Watches, $75 each	6,000
75	Hunting Case Silver Watches $40 each	3,000
50	Diamond Rings, $100 to $200 each	7,500
25	Diamond Pins, $100 each	2,500
40	Sewing Machines $100 each	4,000
20	Sewing Machines, $75 each	1,500
20	Silver-plated Tea Sets, $75 each	1,500
50	Silver Castors $25 each	1,250
5,000	Clocks, Albums, Jewelry, etc., $6 to $10 each	41,000
10,660	Tea and Table Spoons etc., $2 to $5 each	25,000
10,000	Gold Pens, Sleeve Buttons, etc., $1 to $3 each	14,000
49,453	Books, Cutlery, Engravings etc., $1 to $10 each	50,000
	Total	$250,000

The awards will be made after the concert on the stage of the theatre, where three thousand persons can witness it. A committee will be appointed by the audience to superintend the same.

Printed lists of awards will be published and supplied to agents and ticket holders. Parties having tickets will retain them until after the awards are made, and if their numbers appear on the list they will forward their tickets immediately, with full directions as to the shipping of goods or deeds for the property. Tickets for sale at all the principal hotels, book and music stores in the city, and at the headquarters in the mammoth fair building for the benefit of the Soldiers' and Sailors' National Orphans' Home fund corner of Seventh street and Pennsylvania avenue Washington, D. C.

The Directors appeal to the liberality of the people to give this enterprise their kind support, and thereby assist in relieving the wants of the orphans of our fallen comrades.

MANAGING DIRECTORS.
Major H. A. HALL,
President Soldiers' and Sailors' Union,
Colonel CHARLES E. CAPEHART,
Major M. H. ALBERGER,
WILLIAM S. MORSE.
TREASURER.
J. B. HUTCHINSON, Esq.,
Cashier National Bank of the Metropolis.

All persons favorably disposed are requested to act as agents, but no commissions will be allowed.

Money should in all cases be sent by Post Office order, draft, express or registered letters.

In every case send the name and Post Office address, county and State of each separate subscription, and inclose stamp. All orders for tickets must be addressed to
WILLIAM S. MORSE,
Secretary Soldiers' and Sailors' National Concert,
Washington, D. C.,
Lock Box No. 32.

Tickets also for sale by
F. NOLENS & CO.,
General Agents,
No. 210 West FOURTH Street,
P. O. Box 655. Wilmington, Delaware.

TREASURY DEPARTMENT, OFFICE OF INTERNAL REVENUE, WASHINGTON, June 27, 1866.

Whereas H. A. Hall and others, as "Managing Directors" of the "Grand National Concert," to be held in Washington, D. C., on the 2d of August next have made due application to L. Clephan, Collector of Internal Revenue for the Collection District of the District of Columbia, for permission to hold a lottery, raffle, or gift enterprise, and presented to him satisfactory evidence that the proceeds of said lottery, raffle, or gift enterprise will be devoted to charitable uses, permission is hereby granted to such "Managing Directors" to hold such lottery, raffle, or gift enterprise free from a charge, whether from tax or license, in respect to such lottery, raffle, or gift enterprise.

E. A. ROLLINS,
Commissioner.

Refer, by permission, to
Major-General Winfield S. Hancock, U. S. A.
General Robert C. Schenck, M. C., Ohio.
General Halbert E. Paine, M. C., Wis.
General John B. Ketcham, M. C., N. Y.
General James G. Blunt, Kansas.
General J. N. Bendrick, Iowa.
General D. C. Mc[illegible], D. C.
General O. V. Dayton, N. Y.
Hon. Thomas W. Ferry, M. C., Mich.
Hon. George Lawrence, M. C., Penna.
D. C. Forney, Esq., D. C.
Major J. E. Doughty, N. Y.
Hon. Richard Wallach, Mayor of Washington, D. C.
Hon. William D. Kelley, M. C., Penna.
Hon. Kellan V. Whaley, M. C., West Va.
Hon. Eben C. Ingersoll, M. C., Ill.
Hon. Henry C. Deming, M. C., Conn.
Hon. A. B. Laflin, M. C., N. Y.
Hon. Leonard Myers, M. C., Penna.
Hon. William A. Newell, M. C., N. J.
Hon. George W. Julian, M. C., Ind.
Hon. Stephen F. Wilson, M. C., Penna.
Hon. J. B. Grinnell, M. C., Iowa.
Major G. M. Van Buren, N. Y. 6 23 1m

WALNUT STREET THEATRE.—Owing to the sudden illness of Miss EFFIE GERMON, by which she is disabled from assuming her popular role of "Aladdin," as announced, for the remaining nights of this week, the management are reluctantly compelled to announce that since no adequate representative in this particular character is available, the Theatre will necessarily be closed for four nights.

VALER'S (LATE MILLER'S) WINTER GARDEN—Nos. 720—726 VINE Street.
GRAND INSTRUMENTAL CONCERTS
NIGHTLY.
By two large and efficient Orchestras.
TO-NIGHT,
And EVERY NIGHT, in connexion with our
EXCELSIOR STRING BAND,
a Brass Band, comprising the best artists in the city will perform.
OPEN FOR THE SEASON.
Our spacious Summer Garden, artistically laid out with Shrubbery, Fountains, etc.
IN THE LADIES' SALOON,
Especially set apart for FAMILIES, the best of Creams and other Refreshments will be served. 6 16§

GYMNASIUM
FOR LADIES, GENTLEMEN, AND CHILDREN.
N. E. CORNER OF NINTH AND ARCH STREETS
OPEN EVERY DAY AND EVENING,
ALL SUMMER.
Bodily exercise imparts health and strength, the best preventive against sickness of the coming summer.
5 24 3m Professors HILLEBRAND & LEWIS

THE PIANOS WHICH WE MANUfacture recommend themselves. We promise to our patrons clear beautiful tones, elegant workmanship durability, and reasonable prices combined with a full guarantee. For sale only at No. 1017 WALNUT Street.
5 28§ UNION PIANO MANUFACTURING CO.

INSURANCE COMPANIES.

THE PROVIDENT
LIFE AND TRUST COMPANY,
OF PHILADELPHIA.
Incorporated by the State of Pennsylvania, Third Month 22d, 1865. INSURES LIVES, ALLOWS INTEREST ON DEPOSITS, and GRANTS ANNUITIES.
CAPITAL, $150,000.
DIRECTORS
Samuel R. Shipley, Richard Cadbury,
Jeremiah Hacker, Henry Haines,
Joshua H. Morris, T. Wistar Brown,
Richard Wood, William C. Longstreth,
Charles F. Coffin.
SAMUEL R. SHIPLEY, President.
ROWLAND PARRY, Actuary. 7 28§
OFFICE No. 111 S. FOURTH STREET.

INSURANCE COMPANIES

DELAWARE MUTUAL SAFETY INSURANCE COMPANY,
INCORPORATED BY THE LEGISLATURE OF PENNSYLVANIA, 1835.
OFFICE, S. E. CORNER THIRD AND WALNUT STREETS, PHILADELPHIA.
MARINE INSURANCE
ON VESSELS, CARGO, FREIGHT, } To all parts of the world.
INLAND INSURANCES
On Goods by River, Canal, Lake and Land Carriage to all parts of the Union.
FIRE INSURANCES
On Merchandise generally
On Stores, Dwelling Houses, etc.

ASSETS OF THE COMPANY
November 1, 1865.

$100,000	United States 5 per cent. loan '71...	$95 000 00
120,000	" 6 " " '81...	128 150 00
200 000	" 7 3 10 per cent. loan Treasury Notes	94,375 00
100,000	State of Pennsylvania Five Per Cent Loan	90,555 00
54,000	State of Pennsylvania Six Per Cent. Loan	53,250 00
25 000	City of Philadelphia Six Per Cent. Loan	112,812 50
20,000	Pennsylvania Railroad First Mortgage Six Per Cent. Bonds	20,000 00
25,000	Pennsylvania Railroad Second Mortgage Six Per Cent. Bonds	23 750 00
25,000	Western Pennsylvania Railroad Mortgage Six Per Cent. Bonds	23,750 00
15,000	300 Shares Stock Germantown Gas Company, principal and interest guaranteed by the City of Philadelphia	15,537 50
7,150	143 Shares Stock Pennsylvania Railroad Company	8,580 00
5,000	100 Shares Stock North Pennsylvania Railroad Company	3,250 00
40 000	Deposit with United States Government, subject to ten days' call	40,000 00
30,000	State of Tennessee Five Per Cent. Loan	18,000 00
170,700	Loans on Bonds and Mortgage first liens on City Property	170 000 00
$1,026,850	Par. Market value	$996,500 00
	Real Estate	36,000
	Bills receivable for insurances made	121,013 37
	Balances due at Agencies:—Premiums on Marine Policies, Accrued Interest and other debts due the Company	40,511 44
	Scrip and Stock of sundry Insurance and other Companies, $1133. Estimated value	2,910 00
	Cash in Banks	55,956 89
	Cash in Drawer	678 48
		56,635 37
		$1 253 630 18

DIRECTORS.
Thomas C. Hand, Samuel E. Stokes,
John C. Davis, J. F. Penistan,
Edmund A. Souder, Henry Sloan,
Theophilus Paulding, William G. Boulton,
John R. Penrose, Edward Darlington,
James Traquair, H. Jones Brooks,
Henry C. Dallett, Jr., Edward Lafourcade,
James C. Hand, Jacob P. Jones,
William C. Ludwig, James B. McFarland,
Joseph H. Seal, Joshua P. Eyre,
George C. Leiper, Spencer McIlvain,
Hugh Craig, J. B. Semple, Pittsburg,
Robert Burton, A. B. Berger, Pittsburg,
John D. Taylor, D. T. Morgan, Pittsburg.
THOMAS C. HAND, President.
JOHN C. DAVIS, Vice-President.
HENRY LYLBURN, Secretary. 1 1§

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 $100 to $10 000, at a premium of only one-half per cent. securing the full amount insured in case of death, and a compensation each week equal to the whole premium paid.

Short time Tickets for 1, 2, 3, 5, 7, or 10 days or 1, 3, or 6 months, at 10 cents a day, insuring in the sum of $3000, or giving $15 per week if disabled to be had at the General Office, No. 133 S. FOURTH Street, Philadelphia, or at the various Railroad Ticket offices. Be sure to purchase the tickets of the North American Transit Insurance Company.

For circulars and further information apply at the General Office, or of any of the authorized Agents of the Company.

LEWIS L. HOUPT, President.
JAMES M. CONRAD, Treasurer.
HENRY C. BROWN, Secretary.
JOHN C. BULLITT, Solicitor.
DIRECTORS.
L. L. Houpt, late of Pennsylvania Railroad Company
M. Baird, of M. Baldwin & Co.'s.
Samuel C. Palmer, Cashier of Commercial Bank.
Richard Wood, No. 309 Market street.
James M. Conrad, No. 623 Market street.
J. E. Kingsley, Continental Hotel.
H. G. Leisenring, Nos. 237 and 239 Dock street.
Samuel Work, of Work, McCouch & Co.
George Martin, No. 322 Chesnut street. 1 3 10m

1829—CHARTER PERPETUAL
FRANKLIN
FIRE INSURANCE COMPANY
OF
PHILADELPHIA.
Assets on January 1, 1866,
$2,506,851·96.

Capital	$400 000 00
Accrued Surplus	944 543 15
Premiums	1,162 308 81

UNSETTLED CLAIMS. $11 467 53. INCOME FOR 1866 $310 000.

LOSSES PAID SINCE 1829 OVER
$5,000,000.

Perpetual and Temporary Policies on Liberal Terms.

DIRECTORS.
Charles N. Bancker, Edward C. Dale,
Tobias Wagner, George Fales,
Samuel Grant, Alfred Fitler,
George W. Richards, Francis W. Lewis, M. D.
Isaac Lea. Peter McCall.
CHARLES N. BANCKER, President.
EDWARD C. DALE, Vice-President.
JAS. W. MCALLISTER, Secretary protem. 2 3 t123

GIRARD FIRE AND MARINE INSURANCE COMPANY.
OFFICE, No. 415 WALNUT STREET, PHILADELPHIA
CAPITAL PAID IN, IN CASH, $200,000.

This company continues to write on Fire Risks only. Its capital, with a good surplus, is safely invested.

701

Losses by fire have been promptly paid, and more than
$500,000

Disbursed on this account within the past few years.

For the present the office of this company will remain at

No. 415 WALNUT STREET,

but within a few months will remove to its OWN BUILDING

N. E. CORNER SEVENTH AND CHESNUT STREETS.

Then as now, we shall be happy to insure our patrons at such rates as are consistent with safety.

DIRECTORS
THOMAS CRAVEN, ALFRED S. GILLETT,
FURMAN SHEPPARD, N. S. LAWRENCE,
THOS. MACKELLAR, CHARLES I. DUPONT,
JOHN SUPPLEE, HENRY F. KENNEY,
JOHN W. CLAGHORN, JOSEPH KLAPP, M. D.
SILAS YERKES, JR.,
THOMAS CRAVEN, President.
ALFRED S. GILLETT, V. President and Treasurer.
JAMES B. ALVORD, Secretary. 1 19§

PHŒNIX INSURANCE COMPANY OF PHILADELPHIA.
INCORPORATED 1804—CHARTER PERPETUAL.
No. 224 WALNUT Street opposite the Exchange.

In addition to MARINE and INLAND INSURANCE this Company insures from loss or damage by FIRE, on liberal terms on buildings, merchandise, furniture, etc. for limited periods, and permanently on buildings by deposit of premium.

The Company has been in active operation for more than SIXTY YEARS, during which all losses have been promptly adjusted and paid.

DIRECTORS
John L. Hodge, Lawrence Lewis, Jr.,
M. B. Mahoney, David Lewis,
John T. Lewis, Benjamin Etting,
William S. Grant, Thomas H. Powers,
Robert W. Leaming, A. R. McHenry,
D. Clark Wharton, Edmond Castillon,
Samuel Wilcox, Louis C. Norris.
JOHN R. WUCHERER, President.
SAMUEL WILCOX, Secretary. 4 1§

FIRE INSURANCE EXCLUSIVELY.—THE PENNSYLVANIA FIRE INSURANCE COMPANY—Incorporated 1825—Charter Perpetual—No. 510 WALNUT Street, opposite Independence Square.

This Company, favorably known to the community for over forty years, continue to insure against loss or damage by fire on Public or Private Buildings either permanently or for a limited time. Also on Furniture Stocks of Goods and Merchandise generally on liberal terms.

Their Capital, together with a large Surplus Fund, is invested in the most careful manner, which enables them to offer to the insured an undoubted security in the case of loss.

DIRECTORS
Daniel Smith, Jr., John Devereux,
Alexander Benson, Thomas Smith,
Isaac Hazlehurst, Henry Lewis,
Thomas Robins, J. Gillingham Fell,
Daniel Haddock, Jr.
DANIEL SMITH, Jr., President.
WILLIAM G. CROWELL, Secretary. 1§

RAILROAD LINES.

READING RAILROAD
GREAT TRUNK LINE
FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE SCHUYLKILL, SUSQUEHANNA, CUMBERLAND, AND WYOMING VALLEYS, THE NORTH, NORTHWEST, AND THE CANADAS.
SUMMER ARRANGEMENT OF PASSENGER TRAINS, June 4, 1866.

Leaving the Company's Depot, at THIRTEENTH and CALLOWHILL Streets, Philadelphia, at the following hours:—

MORNING ACCOMMODATION.
At 7·30 A. M., for Reading and intermediate Stations.
MORNING EXPRESS.
At 8·15 A. M., for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Allentown, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc etc.

This train connects at READING with East Pennsylvania Railroad trains for Allentown etc and the Lebanon Valley train for Harrisburg etc; at PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira etc; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS.
Leaves Philadelphia at 3·30 P. M., for Reading, Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc.

READING ACCOMMODATION.
Leaves Reading at 6·00 A. M., stopping at all way stations, arriving at Philadelphia at 8·55 A. M.

Returning, leaves Philadelphia at 5·00 P. M.; arrives in Reading at 7·55 P. M.

Trains for Philadelphia leave Harrisburg at 8·10 A. M. and Pottsville at 8·45 A. M., arriving in Philadelphia at 1·00 P. M. Afternoon trains leave Harrisburg at 2·10 P. M., Pottsville at 2·45 P. M., arriving in Philadelphia at 6·45 P. M.

HARRISBURG ACCOMMODATION.
Leaves Reading at 7·30 A. M. and Harrisburg at 4·10 P. M. Connecting at Reading with Afternoon Accommodation south, at 6·30 P. M., arriving in Philadelphia 9·10 P. M.

Market train, with passenger car attached, leaves Philadelphia at 12·45 noon for Reading and all way stations. Leaves Reading at 11·30 A. M. and Downingtown at 12·30 P. M., for Philadelphia and all way stations.

All the above trains run daily, Sundays excepted.

Sunday trains leave Pottsville at 8·00 A. M., and Philadelphia at 3·15 P. M. Leave Philadelphia for Reading at 8·00 A. M.; returning from Reading at 4·25 P. M.

CHESTER VALLEY RAILROAD.
Passengers for Downingtown and intermediate points take the 7·30 and 8·15 A. M. and 5·00 P. M. trains from Philadelphia, returning from Downingtown at 6·35 A. M. and 12·30 noon.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.
Leaves New York at 9 A. M., and 8·00 P. M., passing Reading at 1·05 and 11·53 A. M. and 1·48 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.

Returning, express train leaves Harrisburg on arrival of the Pennsylvania express from Pittsburg, at 3 and 9·25 A. M. and 9·15 P. M., passing Reading at 4·49 and 10·52 A. M. and 11·30 P. M., and arriving in New York at 10 A. M. and 2·45 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg, without change.

A mail train for New York leaves Harrisburg at 2·10 P. M. Mail 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., returning from Tamaqua at 7·35 A. M. and 1·40 and 4·15 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILROAD.
Trains leave Auburn at 7·50 A. M. for Pinegrove and Harrisburg and 1·50 P. M. for Pinegrove and Tremont, returning from Harrisburg at 3·20 P. M., and from Tremont at 7·35 A. M. and 5·25 P. M.

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

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

COMMUTATION TICKETS.
At 25 per cent. discount, between any points desired, for families and firms.

MILEAGE TICKETS.
Good for 2000 miles, between all points, $52·50 each, for families and firms.

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

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

EXCURSION TICKETS
From Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fare to be had only at the Ticket Office, at THIRTEENTH and CALLOWHILL Streets.

FREIGHT.—Goods of all descriptions forwarded to all the above points, from the Company's new Freight Depot, BROAD and WILLOW Streets.

FREIGHT TRAINS
Leave Philadelphia daily at 5·30 A. M., 12·45 noon, and 6 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and all points beyond.

MAILS
Close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 3·15 P. M. 8 15

PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD.
On and after WEDNESDAY, May 16, 1866.
FOR GERMANTOWN
Leave Philadelphia 6, 7, 8, 9, 10, 11, 12 A. M., 1, 2, 3·10, 3¼, 4, 5, 5¾, 6, 7, 8, 9, 10, 11, 12 P. M.
Leave Germantown 6, 7, 7½, 8, 8·20, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 4½, 6, 6½, 7, 8, 9, 10, 11 P. M.
The 8·20 down train, and 3¼ and 5¾ up trains will not stop on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia 9·10 A. M., 2, 3, 5, 8, 10½ P. M.
Leave Germantown 8 A. M., 1, 4, 6¾, 9¾ P. M.
CHESNUT HILL RAILROAD.
Leave Philadelphia 6, 8, 10, 12 A. M., 2, 3¾, 5¾, 7, and 11 P. M.
Leave Chesnut Hill 7·10 minutes, 8, 9·40, 11·40 A. M., 1·40, 3·40, 5·40, 6·40, 8·40, and 10·40 minutes P. M.
ON SUNDAYS.
Leave Philadelphia 9·10 minutes A. M., 2, 5, and 8 P. M.
Leave Chesnut Hill 7·40 minutes A. M., 12·40, 6·40, and 9·25 minutes P. M.
FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia 6, 8·35 minutes, 11·05 A. M., 1½, 4½, 5½, 6½, 8·05 minutes, and 11½ P. M.
Leave Norristown 5½, 7, 7·50, 9, 11 A. M., 1½, 4½, 6¼, and 8 P. M.
The 5½ P. M. train will stop at School Lane, Wissahickon, Manayunk, Spring Mill, and Conshohocken only.
ON SUNDAYS.
Leave Philadelphia 9 A. M., 2½, 4, and 7¼ P. M.
Leave Norristown 7 A. M., 1, 5½, and 9 P. M.
FOR MANAYUNK.
Leave Philadelphia 6, 8·35 minutes, 11·05 A. M., 1½, 4½, 5½, 6½, 8·05, and 11½ P. M.
Leave Manayunk 6½, 7½, 8·20, 9½, 11½ A. M., 2, 5, 6¾, 8½ P. M.
ON SUNDAYS.
Leave Philadelphia 9 A. M., 2½, 4, and 7¼ P. M.
Leave Manayunk 7½ A. M., 1½, 6, and 9¼ P. M.
W. S. WILSON, General Superintendent,
Depot NINTH and GREEN Streets.

NORTH PENNSYLVANIA RAILROAD.—Depot THIRD Street above Thompson.
For BETHLEHEM, DOYLESTOWN, MAUCH CHUNK, EASTON, WILLIAMSPORT, and WILKESBARRE.

At 7·30 A. M. (Express), for Bethlehem, Allentown, Mauch Chunk, Hazleton, Williamsport, and Wilkesbarre.

At 3·30 P. M. (Express), for Bethlehem, Easton, etc., reaching Easton at 6·45 P. M.

At 5·15 P. M., for Bethlehem, Allentown, Mauch Chunk.

For Doylestown at 8·35 A. M., 2·30 and 4·15 P. M.
For Fort Washington at 10 A. M. and 11 P. M.
For Lansdale at 6·15 P. M.

White cars of the Second and Third Streets Line City Passenger Cars run direct to the depot.

TRAINS FOR PHILADELPHIA.
Leave Bethlehem at 6·25 A. M. and 12·25 Noon, and 4·15 P. M.
Leave Doylestown at 6·40 A. M., 3·15 and 5·30 P. M.
Leave Lansdale at 6·00 A. M.
Leave Fort Washington at 10·50 A. M., and 2·15 P. M.
ON SUNDAYS.
Philadelphia for Bethlehem at 9 A. M.
Philadelphia for Doylestown at 2·30 P. M.
Doylestown for Philadelphia at 7·20 A. M.
Bethlehem for Philadelphia at 4·30 P. M.

Through Tickets must be procured at the ticket offices THIRD Street, or BERKS Street.
5 21 ELLIS CLARK, Agent.

WEST JERSEY RAILROAD LINES, FROM foot of MARKET Street (Upper Ferry), commencing MONDAY, July 16, 1866. Leave Philadelphia as follows:—

For Cape May, 9 A. M., Mail; 2 P. M., Accommodation; 4 P. M., Fast Express.

For Bridgeton, Salem, and intermediate points, 8 A. M. and 3·30 P. M.

For Millville, and intermediate points, 8 A. M. and 2 P. M.

Woodbury Accommodation, 6 P. M.

RETURNING:
Leave Cape May at 6·30 A. M., Mail; 9 A. M., Fast Express; 5 P. M., Express.
Leave Bridgeton 7·15 A. M. and 3·50 P. M. Freight 6·30 P. M.
Leave Salem 7 A. M. and 3·45 P. M. Freight 5·45 P. M.
Leave Millville 6·55 A. M. and 6·38 P. M. Freight 11·03 A. M.

Freight will be received at Second Covered Wharf below Walnut street, from 7·00 A. M. until 5·00 P. M. That received before 9·00 A. M. will go through the same day.

Freight Delivery, No. 228 S. DELAWARE Avenue.
J. VAN RENSSELAER, Superintendent.

The West Jersey Express Company will attend to all the usual branches of Express business. A Special Messenger accompanies each through train. Office No. 5 WALNUT Street, Philadelphia. 7 2

1866.—PHILADELPHIA AND ERIE RAILROAD.—This great line traverses the Northern and Northwest Counties of Pennsylvania to the City of Erie on Lake Erie. It has been leased and is operated by the Pennsylvania Railroad Company.

TIME OF PASSENGER TRAINS 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.

Passenger cars run through on the Erie Mail and Express trains both ways between Philadelphia and Erie.

NEW YORK CONNECTION.
Leave New York at 9 A. M., arrive at Erie 9·30 A. M.
Leave Erie at 4·45 P. M., arrive at New York 4·10 P. M.
Elegant Sleeping Cars on all the night trains.

For information respecting passenger business, apply at corner THIRTIETH and MARKET Streets, Phila.

And for freight business, of the Company's Agents, S. B. Kingston, Jr., corner Thirteenth and Market streets, Philadelphia; J. W. Reynolds, Erie; William Brown, Agent N. C. R. R., Baltimore.

H. H. HOUSTON, General Freight Agent, Phila.
H. W. GWINNER, General Ticket Agent, Phila.
A. L. TYLER, General Sup't, Williamsport.

RAILROAD LINES.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.
TIME TABLE.

Commencing MONDAY, July 2, 1866. Trains will leave Depot, corner of BROAD Street and WASHINGTON Avenue, as follows:—

Express Train at 4·15 A. M. (Mondays excepted), for Baltimore and Washington, stopping at Chester, Wilmington, Newark, Elkton, Northeast, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Magnolia, Chase's and Stemmer's Run.

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

Delaware Railroad 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.

Express Train at 3 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Claymont, Wilmington, Newark, Elkton, Northeast, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's, and Stemmer's Run.

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

Passengers by Boat from Baltimore for Fortress Monroe, Norfolk, City Point, and Richmond, will take the 11·45 A. M. train.

WILMINGTON ACCOMMODATION TRAINS,
Stopping at all Stations between Philadelphia and Wilmington.

Leave Philadelphia at 9 A. M., 12·30, 4·30, 6, and 11·30 P. M. The 4·30 P. M. train connects with Delaware Railroad for Harrington and intermediate stations.

Leave Wilmington at 6·30, 7·15, and 9·30 A. M., 4 and 6·30 P. M. The 7·15 A. M. train will not stop at stations between Chester and Philadelphia.

Trains for New Castle leave Philadelphia at 9 A. M., 4·30 and 6 P. M.

THROUGH TRAINS FROM BALTIMORE.
Leave Wilmington at 11 A. M., 4·36 and 10 P. M.

CHESTER FOR PHILADELPHIA.
Leave Chester at 7·28, 7·35, 10·14 and 11·40 A. M., 4·43, 5·10, 7·26, and 10·26 P. M.

FROM BALTIMORE TO PHILADELPHIA.
Leave Baltimore 7·25 A. M., Way-mail, 9·20 A. M., Express, 1·10 P. M., Express, 6·35 P. M., Express, 8·25 P. M., Express.

TRAINS FOR BALTIMORE.
Leave Chester at 4·49 and 8·52 A. M., and 3·38 P. M.
Leave Wilmington at 5·23 and 9·38 A. M., and 4·15 P. M.

Freight Trains with Passenger Cars attached will leave as follows:—Wilmington for Perryville and intermediate stations at 6·15 P. M. Baltimore for Havre-de-Grace and intermediate stations at 4·45 P. M. Perryville for Wilmington and intermediate stations at 4·20 A. M., connecting at Wilmington with 7·15 A. M. train for Philadelphia.

SUNDAY TRAINS.
Express Train at 4·15 A. M., for Baltimore and Washington, stopping at Chester, Wilmington, Newark, Elkton, Northeast, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Magnolia, Chase's, and Stemmer's Run.

Night Express, 11 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 stops at Elkton and Newark (to take passengers for Philadelphia and leave passengers from Washington or Baltimore) and Chester to leave passengers from Baltimore or Washington.

Accommodation Train from Wilmington for Philadelphia and intermediate stations at 6·00 P. M.
4 16 H. F. KENNEY, Superintendent.

FOR NEW YORK.—THE CAMDEN AND Amboy and Philadelphia and Trenton Railroad Company's Lines.
FROM PHILADELPHIA TO NEW YORK
and Way Places, from Walnut Street Wharf, will leave as follows, viz:— FARE

At 5 A. M., via Camden and Amboy, Accommodation	$2·25
At 8 A. M., via Camden and Jersey City Express	3·00
At 2 P. M., via Camden and Amboy Express	3·00
At 6 P. M., via Camden and Amboy Accommodation	2·25
At 6 P. M., via Camden and Amboy Accommodation, 2d class	1·60

At 8 A. M., 2 and 5 P. M., for Mount Holly, Ewansville, Pemberton, and Vincentown. At 5 A. M. and 2 P. M. for Freehold.

At 5 and 10 A. M., 12 M., 4, 5, 6, and 11·30 P. M. for Fish House, Palmyra, Riverton, Progress, Delanco, Beverly, Edgewater, Burlington, Florence, Bordentown, etc. The 10 A. M. and 4 P. M. lines run direct through to Trenton.

LINES FROM KENSINGTON DEPOT WILL LEAVE
At 11 A. M., 4·30, 6·45 P. M., and 12 P. M. (Night), via Kensington and Jersey City Express Lines, fare $3·00. The 6·45 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 midnight, for Bristol, Trenton, etc.

At 7 and 10·15 A. M., 12 M., 3, 4, 5, and 6 P. M., for Cornwell's, Torrisdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, and at 10·15 A. M. for Bristol, Schenck's, Eddington, and 8 P. M. for Holmesburg and intermediate stations.

At 7·30 A. M. and 3·30 P. M. for Niagara Falls, Buffalo, Dunkirk, Canandaigua, Elmira, Ithaca, Owego, Rochester, Binghampton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. The 3·30 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc.

At 5 P. M., for Lambertville and intermediate stations.
June 1, 1866. WILLIAM H. GATZMER, Agent.

PENNSYLVANIA CENTRAL RAILROAD.—SUMMER ARRANGEMENT.

The Trains of the Pennsylvania 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 Eleventh and Market streets 45 minutes before the departure of each Train.

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

TRAINS LEAVE DEPOT, VIZ.:—

Mail Train	at 8·00 A. M.
Day Express	at 10·00 "
Paoli Accommodation, No. 1	at 11·00 "
Fast Line and Erie Express	at 12·00 M.
Harrisburg Accommodation	at 2·30 P. M.
Lancaster Accommodation	at 4·00 "
Paoli Accommodation, No. 2	at 5·00 "
Pittsburgh and Erie Mail	at 9·00 "
Paoli Accommodation, No. 3	at 10·00 "
Philadelphia Express	at 11·10 "

TRAINS ARRIVE AT DEPOT, VIZ.:—

Cincinnati Express	at 2·40 A. M.
Philadelphia Express	at 7·10 "
Paoli Accommodation, No. 1	at 8·20 "
Columbia Train	at 9·00 "
Lancaster Train	at 12·40 P. M.
Fast Line	at 1·10 "
Paoli Accommodation, No. 2	at 4·10 "
Day Express	at 5·50 "
Paoli Accommodation, No. 3	at 7·30 "
Harrisburg Accommodation	at 9·50 "

* Daily, except Saturday. † Daily. ‡ Daily, except Monday. All other trains daily except Sunday.

¶Running through from Philadelphia to Pittsburgh and Erie without change of cars.

Sunday Accommodation Trains for Paoli and intermediate stations leave Philadelphia at 9·00 A. M. and 7·00 P. M., returning leave Paoli at 6·50 A. M. and 4·50 P. M.

TICKET OFFICE
Is located at No. 631 Chesnut street, where Tickets to all important points may be procured and full information given by JOHN C. ALLEN, 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 fare and accommodations apply to
FRANCIS FUNK,
No. 137 DOCK Street.

The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract. 3 12

FREIGHT LINES FOR NEW YORK AND all the stations on the CAMDEN and AMBOY and connecting Railroads. INCREASED DESPATCH.

THE CAMDEN AND AMBOY RAILROAD AND TRANSPORTATION COMPANY FREIGHT LINES for New York will leave WALNUT Street Wharf at 6 o'clock P. M. daily (Sundays excepted).

Freight must be delivered before 4¾ o'clock, to be forwarded the same day.

Returning, the above lines will leave New York at 12 noon and 4 and 5 P. M.

Freight for Trenton, Princeton, Kingston, New Brunswick, and all points on the Camden and Amboy Railroad; also, on the Belvidere Delaware and Flemington, the New Jersey, the Freehold and Jamesburg and the Burlington and Mount Holly Railroads, received and forwarded up to 1 P. M.

The Belvidere Delaware Railroad connects at Phillipsburg with the Lehigh Valley Railroad, and at Manunkachunk with all points on the Delaware, Lackawanna, and Western Railroad, forwarding to Syracuse, Buffalo, and other points in Western New York.

The New Jersey Railroad connects at Elizabeth with the New Jersey Central Railroad, and at Newark with the Morris and Essex Railroad.

A slip memorandum, specifying the marks and numbers, shippers, and consignees, must, in every instance, be sent with each load of goods, or no receipt will be given.

N. B.—Increased facilities have been made for the transportation of live stock. Drovers are invited to try the route. When stock is furnished in quantities of two carloads or more it will be delivered at the foot of Fortieth street near the Drove Yard, or at Pier No. 1, North River, as the shippers may designate at the time of shipment.

For terms, or other information, apply to
WALTER FREEMAN, Freight Agent,
No. 228 S. DELAWARE Avenue, Philadelphia.

ORANGE AND ALEXANDRIA RAILROAD.—On and after MONDAY, February 12, two daily trains will run between Washington and Lynchburg, connecting at Gordonsville with Virginia Central Railroad trains to and from Richmond as follows:—

MAIL TRAIN.
Leave Washington daily (Sunday excepted), at 6·45 A. M., and arrive at Lynchburg at 5·45 P. M.
Leave Lynchburg at 7 A. M. and arrive at Washington at 5·26 P. M.

EXPRESS TRAIN.
Leave Washington daily (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 Washington at 6·10 A. M.

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

First-class sleeping cars attached to the night trains.

The road is attractive, not only for its comfortable accommodations, but for the fact that it passes the now historic localities of Fairfax, Bull Run, Manassas, Bristoe, Catlett's, Rappahannock, 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 and Alexandria.

W. H. MCCAFFERTY,
General Superintendent.