## THE NEW YORK PRESS.

EDITORIAL OPINIONS OF THE LEADING JURNALS UPON CURRENT TOPICS.

COMPILED EVELY DAY FOR EVENING TELEGRAPH,

### Trust the Empire State!

From the Tribune. Friends living remote from us write to ask what is the probability with regard to the result of our approaching State election. We answer specifically and confidently.

At the last Presidential election the total vote of the State was as tollows:-

President....Linco'n. 863,785 McClellan. 361,986 Governor...Fenton. 5.9 557 Seymour. 361,264 Lt.-tvover.or.Alvord. 369,885 Floyd Jones,861,849 Mejor.tics—Lincoln. 6749; Fenton, 8203; Alvord, 7716

Governor Fenton had the highest vote and the largest majority of any man on either national or State ticket. And his vote stands to this day the largest ever cast for any one in this State for

At our election last fall the vote stood-

We believe our majority was largely reduced in 1864 by foul play, especially with the soldiers' votes; last tall we polled rather more than our actual majority, because the Democratic managers underrook to plough with strange heiters and so disgusted the rank and file of their party that thousands of them utterly retused to vote. If the same policy is persisted in, the disgust and disaffection will probably be greater this year. The New York Democracy are rather hard on the bit; and it will take some time to reconcile them to the lendership of Weed, Raymond, and the ringer of the "little bell," But on a square party issue, and a full popular vote, the Republican-Union majority in the State is just about 20,000.

We can overgo that figure this fall, and are determined to do it. Never did the pulse of a party beat higher than does that of the Republicans of New York to-day. The New Or-leans massacre, with the nefarious means used to mislead the public mind touching the facts, and the despatches of General Sheridan, have aroused a stern public indignation which sweeps all before it. If the election were next Tuesday, we should poll more votes than we did last year; with two months wherein to enlighten and arouse the masses by publications and speeches, we can poll at least 40,000 more votes than any party ever yet cast in this State save at the last Presidential election.

And let none fear that we shall not make proper efforts throughout our State. We have a Congress to elect, and we shall contest every district with desperate resolution. Where our local strength is overwhelming, we shall work for our State ticket; where we are relatively weak, we shall fight to elect our Representatives in Congress. We may lose one member (gained in '64 by adverse divisions) in this city; we confidently expect to gain three, and hope for four, elsewhere. A United States Senator is at stake, and we have not the faintest notion of

Our State Convention next week will be very strong in numbers and character, and its meeting and deliberations will swell the enthusiasm already prevailing. We shall there take steps to secure a thorough canvass of our State from end to end, and to call out our vote to the utmost. Recent acts of our Legislature have strengthened the impediments to illegal voting, which operates signally to our advantage. It will be far more difficult to "vote often," or vote at all if unqualified, than it ever yet has been. Our saving by these acts must amount to several

Friends without! Trust New York! Though sorely tried, she has not failed when you needed She will stand by you now by a decided and invincible majority!

### The Death of Dean Richmond-Who Shall Be His Successor! From the Herald.

Dean Richmond is dead. We shed our tears over him in our obituary column while recounting the particulars of his decease, the leading facts of his life, and the peculiarities of his character. But in this world death is too frequent an occurrence for a wise man to waste much time in useless mourning. Let us, then, wipe our eyes and our spectacles, and take a sensible and practical view of an event in which has caused as decided a sensation Wall street and in political circles as among the intimate personal friends of the deceased. It is not every politician whose illness can affect the chances of elections, nor every railroad manager whose doctors can put stocks up or down by their bulletins as to the state of his health; but Dean Richmond was such a politician and such a manager. His political schemes were so identified with his railroad, and his railroad operations with his politics. that it was impossible to separate one from the other. In fact, he owed no small portion of his power as a politician to the manner in which ne secured the control of the Democratic conventions by manipulating the elections of dele gates through the numerous employes, attaches, and dependants of his railroad. On the other hand, he used the political influence thus obtained to strengthen and develope his road, and to gain for it the patronage and protection of State officials and legislators. His political and business relations were so reciprocal, and had become so inextricably involved, that it is said that the apprehension of a successful com-bination against him among the stock gamblers in Wall street, on the eve of an important and exciting political campaign in the State, aggravated his disease and hastened his demise.

Now that Dean Richmond is gone, and even before he has been laid in his grave, the question as to his successor is being eagerly cussed. The inquiry is not so much who shall succeed him as who can succeed him. There are very few men who have just the requisites and qualifications necessary to take Dean Richmond's place. He was in many things remarkable. He was anxious to put other people into office, but never cared to hold office himself. He lived in the midst of all kinds of corruption, but had a soul above pecuniary dishonesty. In both these particulars he so far beyond the ordinary run of potitical leaders that it is very difficult to select any body to fill his shoes. They are politi-cians who do not steal, and might find his left shoe fit them; but those who refuse office are generally the most corrupt, and those who are not corrupt are generally ambitious of personal distinction; so that we have to look very far before we can discover a politician without at least one cloven foot. Besides this, the successor of Dean Richmond must have an equal talent for railroads and for politics, and equal skill in engineering locofocos and locomotives, Most wire-pullers would find it rather difficult to settle a dispule about freights, or to arrange a time table, and most railroad presidents would shrink with holy horror from the task of packing a primary meeting, or making up the slate for a State convention. It was his ability to discharge the varied and diverse duties both of his business and political positions that gave Dean Richmond his importance, and in casting about for his successor we must keep this qualification clearly in mind.

The opponent of Dean Richmond in the Albany Regency, Mr. Erastus Corning, is also reported at the point of death, so that we need not speculate as to the chances of his regaining the ascendancy from which Richmond ousted him. Mr. Peter Cagger, the next prominent member of the Regency, is nothing but a secretary whose province is to record what abler men resolve and accomplish, and he is as much too small for Dean Richmond's place as for Dean Richmond's old clothes. Seymour was long since laid upon the shelf, and the idea of his putting forth a claim to leadership is absurd. Indeed, among the clique of politicians who surrounded Richmond, we seek in vain for any one to succeed him. The Albany Regency lived in him,

> AND THE PERSON NAMED IN THE PARTY OF BELLINE & STREET'S & DECKE

The green tree bas fallen beneath the axe of death, and all the dead and rotten branches that have clung to it so long will come ratting down in its fell. But although this Regency has passed sway, the conservatives of New York must have a recognized head and leader, and it is not impossible that Commodore Vanderbilt may aspire to that position. The mantle of Desn Richmond seems to have fallen upon him, and appears to be a very good fit; but whether he will consent to wear it is yet to be decided. The Commodore is something of a politican, does not want office is rich enough to be beyond temptation, and stands steadfastly for President Johnson. Besides these qualifications te already has charge of the Harlem road and the Hudson River Road, and we are informed that be owns a considerable number of shares in the Central. Fond as he is of turning out the astest trotters (except Bonner's) in the Park, we should like to know how he relishes the idea of driving three railroads tandems during the approaching political race. With three times as many great lines as Dean Richmond possessed, the Commonore could be three times as great a man in politics. His participation in the preliminary proceedings of the recent Philadelphia Convention, leads us to infer that he is by no means indifferent to the political present and future, and we hope soon to see him handling the ribbons over the team of Democrats and conservative Republicans in this

#### Our Securities Abroad.

From the Times. When the news of the grand National Convention was first circulated throughout Central Europe, we took occasion to notice the effect on our securities abroad. And it was safe to predict, as we did, that a fuller statement of the character and the proceedings of that great assemblage would cause a still further rise, On Saturday last came the intelligence direct from Paris that a large demand for Five-twenties had sprung up in that city, and that heavy orders for additional supplies had been forwarded to New York.

On the day that the National Convention was organized the cable reported five-twentles in London at 684. On the day that the notice of large orders from Paris was received (saturday evening) the same securities had advanced, by the cable report, to 70½. In the London mar-kets on Monday the quotation was 72½. The great operating cause in this steady appreciation of our securities abroad is the period accord of the Northern and Southern delegates assembled at Philadelphia as to the allegiance, due by all the States to the Federal Constitution; the formal renunciation by the South of the right of seceson; the pledge of security to the freedmen in their personal and property rights, and the solemn deciaration that, "While we regard as nterly invalid, and never to be assumed or made of binding force, any obligation incurred or undertaken in making war against the United States, we hold the debt of the nation to be acred and inviolable, and we proclaim our purpose in discharging this, as in performing all other national obligations, to maintain unimpaired and unimpeached the honor and the faith of the Republic."

The report of these resolutions in Europe has not even now had its full effect. It has not yet been circulated as it will be—with the accompanying Address of the Convention-a few days hence. Meanwhile, we can see how eagerly lookers-on abroad have been watching the pro gress of restoration here, and how practical a shape their estimate begins to take.

### LEGAL NOTICES.

IN THE ORPHANS' COURT FOR THE CITY AND COUNTY OF PHILADELPHIA.

F state of Rev DANIEL STERIDAN, deceased. The Auditor appointed by the Court to audit. Settle, and adjustithe account of ariCHAFL F KEENAN, Administrator d. b. n. of Estate of Rev. DANIEL. SHER, DAN. deceased, and to report distribution of the balance in the hands of the accountant, will meet the parties intorested for the purposes of his appointment, on MONDAY, september 10, 1865, at 3 o'clock P. M., at Room No. 3, WETHERILL HOUSE, in the city of Philadelphia.

8 24 imw5t

C. P. CLARKE, Auditor. C. P. CLARKE Auditor. 8 24 1mw5t

# TRUSSES, SUPPORTERS, ETC.

PHILADELPHIA SURGEONS
BANDAGE INSTITUTE, No. 14 N.
EVERETT, after thirty years' practical experience,
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No. 625 ARCH STREET.

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Every attention as heretofore, will be paid to advance his echolars in every particular, and he can be seen punctually at his rooms, No. 625 ARCH Street, daily

punctually at his rooms, No. 625 ARCH Street, daily and nightly.

MONDAY, WEDNESDAY AND FRIDAY AFTERNOOMS.
FOR YOUNG MISSES AND MASTERS.
TUESDAY THURSDAY, AND SATURDAY AFTERNOOMS.
EVENINGS FOR GENTLEMEN.
TUESDAY, THURSDAY, AND SATURDAY EVENINGS FOR LADIES AND GENTLEMEN.
PRIVATE EVENINGS FOR LADIES AND GENTLEMEN.
MONDAY, WEDNESDAY, AND FRIDAY EVEN INGS.
BIBECT FRIVATE TUITION
given in classes or single lessons every morning.

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D. L. Carpenter & Son will give their attention to all the latest tashionable dances of the season.

All Galops, Waltzes, Hops, etc., and the many different figures of the GERMAN COTILLION

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PRIVATE COTILLION SOIREES

will be given to scholars and friends at his Rooms this season, as well as a course of Evening Subscription Soirees at the Musical Fund Hall, and a grand Musque Subscription Ball will be given at the Academy of Music this season Information will be given on application to D. L. Carpenter.

Tickets are reacy at his rooms for his Opening Soiree.

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25.000 City of Philadelphia Bix Per Cent. 53,250 00 

7,150 143 Shares Stock Pennsylvania Rail-5.000 100 Shares Stock North Pennsylvania 40.000 Deposit with United States Govern-ment, subject to ten days' call...... 10.000 State of Tennessee Five Fer Cent.

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Scrip and Stock of sundry insurance and other Companies \$1133. Estimated value.
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Cash in Drawer. 678 48 40,511-44 2,910 00 56,635.37

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Short time Tickets for 1, 2, 3, 5, 7, or 10 days, or 1, 3, or 6 months, at 10 cents at day, insuring in the sum of \$3:00, or giving \$16 per week it disables to be had at the General Office, No. 135 S. FOURTH Street, chiladelphia, or at the various Railroad Ticket offices. Be sure to purchase the tickets of the North American Transit Insurance Company.

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

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8500,000 Disbursed on this account within the past few years. For the present the office of this company will remain at No. 415 WALNUT STREET.

within a few months will remove to its OWN BUILDING N. E. CORNER SEVENTH AND CHESNET STREETS. Then as now, we shall be happy to insure our patrons a such rates as are consistent with safety.

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1195

1829-CHARTER PERPETUAL

#### FRANKLIN FIRE INSURANCE. COMPANY OF PHILADELPHIA.

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

Capital. \$400.000 0e
Accruec. Surplus. 944.543 15
Promiums. 1,102.308-8)

UESETTLED CLAIMS, INCOME FOR 1886
\$11.467.52. \$310.000. 411.467 53. \$710 000. LOSSES PAID SINCE 1829 OVER

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Insurance on Lives, by Yearly Premiums; or by 5, 18, or 10 year Premiums, Non-forieiture.
Endowments, payable at a littre age, or on prior decease, by Yearly Premiums, or 10 year Premiums—both c a ses Non-forieiture.
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SAIL DUCK AND CANVAS,
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Leaves Reading at 600 A. M., stouping at all way stations, arriving at Philiadelphia at 655 A. M.

Returning, leaves Philiadelphia at 550 P. M.; arrives in Reading at 755 P. M.

Trains for Philadelphia leave Harrisburg at 810 A. M. and Pottsville at 845 A. M. arriving in Philadelphia at 140 P. M., Atteineon trains leave Harrisburg at 210 P. M., Pottsville at 245 P. M., arriving in Philadelphia at 640 P. M.

Leaves Reading at 730 A. M. and Harrisburg at 410 P. M. Connecting at Reading with Alternoon Accommodation south, at 650 P. M., arriving in Philadelphia Market train, with passenger car attached, leaves Philadelphia at 1245 noon for Reading at 310 P. M.

Market train, with passenger car attached, leaves Philadelphia at 1245 noon for Reading at 310 P. M.

Morried south, Result. A. Arriving in Philadelphia 16 P. M.
Market train, with passenger car attached, leaves Philadelphia at 12 45 noon for Reading and all way stations. Leaves Reading at 13 9 A. M. and Downlantows at 12 30 P. M., for Philadelphia and all way stations. All the above trains run daily, sundays excepted.
Sunday trains leave Pottsville at 800 A. M., and Philadelphia at 316 P. M. Leave Philadelphia for Reading at 800 A. M.; it employers from Reading at 426 P. M.
CHIS ER VALLEY RAILEGAD.
Passenters for Downlantown and Intermediate points

Passengers for Downingtown and intermediate points ake the 7:36 and 8:15 A. M. and 3:0 P M. trains from Philadelphia, returning from Downingtown at 6:35 A. M. Philadelphia, returning from Downingtown at 6 35 A. M. and 12 20 noon.

NEW YORK EXPRESS FOR FITTSBURG AND THE WEST.

Leaves New York at 9 A. M., and 8 00 P. M., passing Reading at 1 55 and 11 53 A. M. and 1 18 P. M., and connecting at Harrisburg with Pennsy vania and Northern Central Bailroad express trains for Pittsburg, Chicago, Williamsport, Emira, Baltimore, etc.

Heturbing, express train leaves Harrisburg on strival of the Pennsylvatia express from Pittsburg, at 3 and 10 52 A. M., and 18 30 P. M., passing Reading at 4 49 and 10 52 A. M., and 18 30 P. M., and arriving in New York at 12 A. M. and 24 F. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg, with out change.

A mail train for New York leaves Harrisburg at 2 10 P. M. Mail trair for Harrisburg leaves New York at 12 M. Trains leave Pottsville at 7 and 11 30 A. M., and 7 15 P. M., returning from "amagua at 7 25 A. M. and 140 and 4 15 P. M.

P. M. lethreling from Tamaqua at 725 A. M. and 148 and 41b P. M.

SUBUYLKILL AND SUSQUERANNA RAILROAD.

Trains leave Auburn at 750 A. M. for Pinegrove and Barrisburg and 150 P. M. for Pinegrove and Trement, returning from Harrisburg at 320 P. M., and from Trement at 735 A. M. and 525 P. M.

TICKETS

Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canada. The edicwing tickets are obtainable only at the office of S. BRADFOED, Treasurer, No. 227 S. FOURTH street, Philadeiphia, or of G. A. NICOLLS, General Superintendent, Beasing:

Street, Philadelphia, or of G. A. NICOLLS, General Superintendent, Heading:

COMMULATION TICKETS

At 25 per cent, discount, between any points desired, for families at d frms,

MILEAGE TICKETS.

Good for 2000 miles, between all points, \$52-50 each, for families and films

SEASON TICKETS.

For three, six, pine, or merits for heiders.

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

\*\*CLERGYMEN\*\*
Residing on the line of the road will be furnished carus

Residing on the line of the road will be furnished carus entitling themselves and wives to tickets at hall fare.

EXI URSION TICKETS

From Philadelphis to principal stations, good for Sa turday, Sunday, and Monday, at reduced fare, to be had only at the licket Office, at THIATEENTH and CALLOWHILL Streets

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

FREIGHT TRAINS

Leave Philadelphia gaily at 5 30 A. M., 12 45 noon, and 6 P. M., for Reading, Lebannon, Harrisburg, Pottsville Port Clinton, and all points beyond.

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.

TANLIADEL PHIA. CEPTANTOWN.

Stations only at 315 P. M.

DHILADELPHIA, GERMANTOWN, AND

NORRISTOWN RAILROAD.
On and atter WEDNESDAY, May 16, 1866.
FOR GERMANTOWN

Leave Philadelphia 6, 7, 8, 9, 10, 11, 12 A. M., 1, 2, 3 10, 33, 4, 5, 554, 6, 7, 8, 9, 10, 11, 12 P. M.
Leave Germantown 6, 7, 7%, 8, 8 20, 9, 10, 11, 12 A. M.
1, 2, 3, 4 4%, 6 6 6%, 7, 8, 9, 10, 11 P. M.
The 826 down train, and 3% and 5% up trains will no stop on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia 9 10 A. M., 2, 3, 5, 8, 10% P. M.
Leave Germantown 8 A. M., 1, 4, 6% 9% P. M.
Leave Philadelphia 6, 8, 10, 12 A. M., 2, 3% 5%, 7, and 11 P. M.
Leave Philadelphia 6, 8, 10, 12 A. M., 2, 3% 5%, 7, and 11 P. M.
Leave Chesnut Hill 7-10 minutes, 8, 940, 11 40 A. M.

Leave Chesnut Hill 7:10 minutes, 8 940, 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, an 9:25 minutes P. M. Leave Chesnut Hill 74) minutes A. M., 1240, 640, an 925 minutes P. M.
FUR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia 6, 825 minutes, 1195 A. M., 124, 425, 528, 85 for minutes, and 112 P. M.
Leave Norristown 52, 7, 750, 9, 11 A. M., 124, 426, 634 and 8 P. M.
The 54 P. M. train will stop at School Lane, Wissa bickon, Manayunk, Spring Mill, and Conshohocken only ON SUNDAYS.
Leave Philadelphia 9 A. M., 23, 4 and 75 P. M.
Leave Norristown 7 A. M., 1, 52, and 5 P. M.
Leave Philadelphia 6, 8 35 minutes, 1195 A. M., 124, 425, 556, 636, 835, and 112 P. M.
Leave Manayunk 63, 735, 820, 925, 1135, 33, M., 2, 5, 636, 835 P. 35.
ON SUNDAYS.

ON SUNDAYS.

Leave Philadelphin 9 A. M., 23, 4, and 7% P. M.

Leave Manayunk 7% A. M., 13, 6, and 9% P. M.

W. S. WILSON, General Superintendent, 10epot NINTH and GREEN Streets ORTH PENNSYLVANIA RAILROAD,—
Depot THIRD Street, above Thompson.
For BETHLEHEM, DOYLESTOWN, MAUCE CHUNE, EASTON, WILLIAMSPOPT, and WILKES; BARRE.
At 750 A. M. (Express), for Bethlehem, Allentown Mauch Chank, Hazleton, Williamsport, and Wilkes

Mauch Chank, Hazleton, Williamspott, and Wilker barre.

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

At 5 15 P. M., for Bethlehem, Ellentown, Mauch Chunk.

For Doylestown at 8:35 A. M., 2:30 and 4:15 P. M.

For Lansdate at 5:15 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., 3:15 and 5:30 P. M.

Leave Lansdate at 6:00 A. M.

Leave Lansdate at 6:00 A. M.

Leave Lansdate at 6:00 A. M.

Leave Fort Washington at 10:56 A. M. and 2:15 P. M.

Philadelphia for Bethlenem at 9.A. M.

Philadelphia for Doylestown at 2:30 P. M.

Bethlehem for Philadelphia at 7:25 A. M.

Bethlehem for Philadelphia at 7:30 P. M.

Through Tickets must be procused at the ticket offices.

THIRD Street, or BERKS Street.

\$21

ELLIS CLARK, Agent,

WEST JERSEY RAILROAD LINES, FROM W EST JERSEY RAILROAD LINES, FROM foot of MARKET Street (Upper Ferry), commencing TUESDAY, August 18, 1866
8 A. M. Mail. for Bridgeton, Salem, Millville, and all intermediate stations.
3 P. M., Mail for Cape May, stopping at Woodbury and Glassboro, and all stations beew Glassboro. Due at Cape May, 769 P. M.
3 30 P. M. Passenger, for Bridgeton, Salem, and all intermediate stations.
6 P. M., Woodbury Accommodation.
J. VAN RENSELAEU, Superintendent.
Freight will be received at Second Covered Wharf below Walnut street, from 766 A. M. until 5-90 P. M. That received before 9 00 A. M. will go through the same day.

That received before 9 00 A. M. will go through the same day.

Freight Delivery, No. 228 S. DELAWARE Avenue
The West Jersey Express Company will attend to all the usual branches of Express business. A Special Mag-senger accompanies each through train. Office, No. 5 WALNUT Street Philadelphia.

RETURNING TRAINS.

Leave Cape May at 800 A. M., Mail stopping at all Stations on C. M. & M. B. E. and Vineland, Gisuzboro, and Woodbury. Due 11 37 A. M.

Leave Bridgeton, 715 A. M. and 350 P. M.

Leave Salem I A. M. and 355 P. M.

Leave Milville 655 and 944 A. M. and — P. M.

J. VAN BENSSALAEB, Superintendent.

West Jersey, Salem, and Cape May, and Miliville R. Bs.

West Jersey, Salem, and Cape May, and Miliville R. Rs.

1866 — PHILADELPHIA AND ERIE RAIL
BOAD.—This great line traverses the Northern and Northwest Counties of Pennsylvania to the
City of Frie, on Lake Erie. It has been leased and is
operated by the Pennsylvania Railroad Company.
TIME OF PASSE NGER 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 Philade phia and Erie.
NEW YORK CONNECTION.
Leave Kew York at 9 A. M., arrive at Erie 9:30 A. M.
Elegant Sleeping Cars on all the night trains.
For information respecting passenger business, apply
at corner THIETIE! H and MARKET Streets, Phila.
And for freight business, of the Company Agents, S.
B. Kingston, Jr., corner Thirteenth and Market streets.
Philadelphia; J. W. Reynolds, Erie; William Brown,
Agent N. C. R. E., Baltimore.
H. H. HOUSTON, General Treest Agent, Phila.
H. W. GWINNER, General Tieket Agent, Phila.
A. L. TYLER G eral Sup Williamsport.

# RAILROAD LINES.

PHILADELPHIA, WILMINGTON, AND BALL
TIMGRE RAILEOAD,
TIME TABLE.

Commencing MONDAY, July 2, 1866. Trains will
leave Depot. corner of BROAD Street and WASHINGTVN Avenue, as follows:
Express Train at 4 15 A. M. (Mondays excepted), for
Beltimore and Washington, stopping at Chester, Wilmington, Newark, Elkton, Northeast, Perry ville, 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 2 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 heater, Claymont,
Wilmigton, Newark, Filton, Northeast, Perryville,
Havic de Grace-Aberdeen, Perryman's, Edgewood, Mag
nolfs, Chase's, and Stemmer's Run 4
Sight Express at 11 P. M., for Baltimore and Wash
ington.
Payengers by Boat from Baltimore for Forcess Monnation.
Passengers by Boat from Baltimore for Fortress Mon-coe Norfolk, City Point, and Richmond, will take the roe Noricik City Point, and Machanian 11 45 A M train.
Il 45 A M train.
Il 1MINGTON ACCOMMODATION TRAINS,
Stopping at all Stations between Philadelphia and Wilmington reputational at 9 A. M., 12 36, 4 39, 6, and 11 39 Stopping at all Stations between Philadelphia and W41-mington.

Leave Philadelphia at 9 A. M., 12 30, 4 30, 6, and 11 39 P. M. The 4 30 P. M. train compects 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 PRAINS FROM BALTIMORE

Leave Wilmington at 11 A. M., 436 and 10 P. M.

CHILATER FOS. PHILADELPHIA.

Leave Chester at 7 28, 755, 10 14, and 11 40 A. M., 448,

FROM BALTIMORE TO PHILADELPHIA.

Leave Baltimore 7 5 A. M., Way-mail 9 30 A. M.,

Express. 140 P. M. Express, 6 35 P. M., Express. 8 25

P. M., Express.

Express. 140 P. M. Express. 635 P. M. Express. 825 P. M., And 828 P. M., Express. 825 P. M., And 828 P. M., Express. 825 P. M., And 825 P. M., Express. 825 P. M., Exp

de plina.

SUNDAY TRAINS.

Express Train at 415 A. M. for Baltimore and Washington. at opping at thester, Wilminston, Newark Elkton, Northeast Ferryvlie Havre-de-Graco, Aberdeon, Perry men's Man, Might Express. 11 P. M. for Baltimore and Washington Accommodation Train at 11 30 P. M. for Wilmington and Intermediate stations.

EALTHORF FOR PHILADELPHIA.

Leave Laitmore at 8:25 P. M. stopping at Havre-de-Grac, Perryvlie, 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 Tram from Wi mington for Philadel
hits and intermediate stations at 6 °0 P. M.
H. F. KENNEY, Superintendent.

HOR NEW YORK.—THE CAMDEN AND Amboy and Philadelphia and Treaton Railroad ompany's Lines.

FROM PHILADELPHIA TO NEW YORK and Way Pinces, from Walnut Street Whaif, will leave as follows, viz:—

At 5 A. M., via Camden and Amboy, Accommoda \$225 At 8 A M. Via Cameen and Jersey City Express. 348
At 2 P. M. Via Cameen and Amboy Express. 348
At 6 P. M. via Cameen and Amboy Express. 340
At 6 P. M. via Cameen and Amboy Accommodation 225
1101. 2d class. At 6 P. M., vin Camden and Amboy Accommodation 2.28
At 6 P. b. via Camden and Amboy Accommodation 2.26
At 8 A. M. 2 and 5 P. M., for Mount Holly, Ewansville Femberton, 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
bouse. Primyra, Riverion Progress. Delanco
Beverly Edvewater, burington, Fiorence, Bordentown, etc. The 10 A. M., and 4 P. M. lines run givect
through to Trenion. through to Tiencon.
LINES FROM KENSINGTON DEPOT WILL LEAJE
At il A M., 430, 645 P M., and 12 P M. (Night), via
Kensington and Jersey City I Koress Lines, fare 33 90
The 645 P. M. Line will run daily. Allothers Sundays The 645 P. M. Line will run daily. Allothers Sundays excepted
At 7:30 and 11 A. M., 3:30:4:30:5, and 645 P. M. a. d. a. idnight. for Bristol. Frenton, etc.
At 7 and 10:15 A. M.; 12 M.; 3:4, 5. and 64P. 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 intermediale. stations
At 7:30 A. M. and 3:30 P. M. for Niagara Falls, Buffalo, Dunkirk. Canandaigua, Elmira, Ithaca. Owego, Roches er. Binglismpton, Oswego, Syracuse Great Bend, Montrose Wikesbarre, Scranton, Stioudsburg, Water Gap, Belvidere, Laston, Lambertville. Slemington, etc. 7: he 3:30 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethic.

hem. etc.
At 5 F. M. for Lambertville and intermediate stations.
June 1, 1866. WILLIAM H., GATZMER, Agent. DENNSYLVANIA CENTRAL RAILROAD.

SUMMER ARRANGEMENT.

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

Mann's Baggage Express will call for and deliver Baggage at the Depot. Orders left at the Offics, No. 651 chesnut street, will receive attention the Offics, No.

Baggage at the Depot. Orders left, at the Office, No. 631 Chesnut street, will receive attention.
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TREIGHT LINES FOR NEW YORK AND 12 at the Stations on the CAMDEN and AMBOY and connecting Railroads. INCLEASED DESPATCH.

THE CAMDEL AND AMBOY BAILROAD AND TRANSPOR ATION COMPANY RENGHT LINES for New York will leave WALLNUT Street Whair at a o'clock P M. daily (Sundays excepted).

Freight must be delivered before 45 o'clock, to be forwarded the same day.

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

Freight for Tremon, Princeton, Kingston, New Brunswick, and all points on the Camden and Amboy Bailroad; also, on the Bey-dere, Delaware and Flemington, the New Jersey, the Freehold and Jamesburg, and the Eurlington and Mount Holly Railroads, received and forwarded up to 1 P. M.

The Belvidere De aware Eclipsond connects at Phillipsburg with the Lebigh Valley Railroad, and at Manunkachunk with all points on the Delaware, Lackawanna, and Western Railroad, forwarding to syracuse, Buffalo, and other noints in Western New York

The New Jersey Railroad connects at Filizabeth with the New Jersey Railroad, and at Newark with the Morals and Essex Railroad.

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

N. B.—Increased tacilities have been made for the N. B.,—Increased incilities have been made for the transportation of live stock. Drovers are invited to try the route. When stock is iurnished in quantities of two carloads or more, it will be delivered at the foot of Fortich street near the Drove Yard, or at Pier No. I. North liver, as the shippers may designate at the time or an inprest.

offenipment.
For terms, or other information, apply to
WALTER FREEMAN, Freight Agent,
No. 226 S. DELAWARE Avenue, Philadelphia

No. 226 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 Gordonsylle with Virginia Contral Railroad trains to and from Richmond, as follows:

Leave Washington daily (bunday 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.

Leave Washington daily (including Sunday) at 6.05 P. M. and arrive at Lynchburg at 6.00 A. M.
Leave Lynchburg at 6.30 F. M. and arrive at Washington at 6.10 A. M.

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

First-class sleeping cars attached to the pight trains.
The road is attractive, not only for the comportable accommodations, but for the fact that it passes the new historic localities of Fairfax, Bull Run, Manassas, Bristoe, Catlett's, Rappahannock, Culpeper, Orange, and Gordonsylle, 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 Jaises of the road in Washington Baltimore and at the Jaises of the road in Washington M. M. McCAPFRETY.

General Supe, intende