### THE BATTLE OF RED BANK,

By Hon. George F. Bancroft.

From advanced sheets of the new volume (IX) of "Bancroft's History of the United

"Between the 4th and the 8th the fleet of Lord ted Bank and Mud Island were garrisoned by Concinental troops; the former under the command of Colonel Caristopher Greene, of Rhode Island, the latter under that of Lieuteuani-Colonel Samuel Smith, of Maryland. Meantime Sir William Howe, from the necessity of concentrating his force, ordered Clinton to abandon Fort Clinton, on the Hudson, and to send him a reinforcement of 'full six thousand men.' He removed his army from Germantown to Phila-

removed his army from Germantown to Philadelphia, and protected it by a line of fortifications from the Schuylkill to the Delaware.

"On the morning of the 18th a messenger arrived in camp, bringing letters from Putnam and Clinton prematurely but positively announcing the surrender of the army of Burgoyne. Washington received them with loy unspeakable and devout gratitude for this signal stroke of Providence." 'All will be well,' he said, 'in His own good time.' The news circulated among the Americans in every direction, and quickly penetrated the camp of Sir tion, and quickly penetrated the camp of Sir William Howe. 'The difficulty of access to Fort Island had rendered its reduction much more tedious than was conceived;' under a teeling of exasperated impatience he gave verbal orders to Colonel Donop, who had expressed a wish for a separate command, to carry Red Bank by assault if it could be easily done, and make short work of the affair. On the 22d, Donop, with five regi-ments of Hessian grenadiers and infantry, four com; anies of yagers, a few mounted yagers, all the artillery of the five battalions, and two Engdish howitzers, arrived at the fort. Making at once a reconnoissance with his artillery officers, he found that on three sides it could be approached through thick woods within four hundred yards. It was a pentagon, with a high earthy rampari, protected in front by an abattis. The battery of eight 3-pounders and two how-lizers was brought upon the right wing and directed on the embrasures. At the front of each of the four battalions selected for the assault stood a captain with the carpenters and one hundred men bearing the fascines which had been hastily bound together. Mad after glory, Donop, at half-past 4, summoned the garrison in arrogant language. A defiance being returned, he addressed a few words to his troops, Each colonel placed himself at the head of his division, and at a quarter before 5, under the protection of a brisk canonade from all their artillery, they ran forward and carried the abattis. On clearing it they were embarrassed by pitfalls, and were exposed to a terrible fire of small arms and of grant shot from a confire of small arms and of grape shot from a concealed gallery, while two galleys, which the bushes had hidden raked their flanks with chain-shot. Yet the brave Hessians formed on the glacis, filled the ditch, and pressed on towards the rampart. But Donop, the officers of his staff, and more than half the other officers, were killed or wounded; the men who climbed the parapets were beaten down with lances and bayonets; and as twilight was coming the assailants fell back under the protection of their reserve. Many of the wounded crawted away into the forest, but Donop and a few others were left behind. The party marched back during the night unpursued.
"As the British ships-of-war which had at-

tempted to take part in the attack fell down the river, the Augusta, of sixty-four gans, and the Merlin frigate, grounded. The next day the Augusta was set on fire by red hot shot from the American galleys and floating batteries, and blown up before all her crew could escape; the Merin was abandoned and set on fire. From the wrecks the Americans brought off two 24pounders. 'Thank God,' reasoned John Adams, 'the glory is not immediately due to the Commander in Chief, or idolatry and adulation would have been so excessive as to endanger

The Hessians, by their own account, lost in the assault four hundred and two in killed and wounded, of whom twenty six were officers. Two colonels gave up their lives. Donop, whose thigh was shattered, lingered for three days and to Fleury, who watched over his death bed with tenderness, he said:—'It is finishing a noble career early; I die the victim of my am-bition and of the avanta of my ion and of the avarice of my sovereign. was the moment chosen by Howe to complain of Lord George Germain, and to ask the king's leave to resign his command; and he added that there was no prospect of terminating the war without another campaign, nor then, unless large reinforcements, such as he knew could not be furnished, should be sent from Europe."

""Full six thousand men" —Clinton to General Barvey, 13th October, 1777; in Albemarle's Rock-ineham," in 337.

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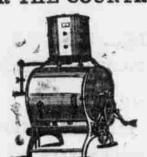
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THE MOST CERTAIN REMEDY EVER USED. "YES, A POSITIVE CURE" FOR ALL DISEASES ARISING FROM INDIS-CRETIONS. Contains no Mineral, no Salsam, no Mercury,

Only Ten Pil's to be Taken to Effect a Cure. They are entitely vegetable, having no smell nor any impleasant taste, and will not in any way injure the tomach or bowels of the most delicate. Cutes in from two to four days, and recent cases in twenty-four hours." Bent by mail. Price, Male packages, \$2. Fema e. \$3 SAMARITAN'S ROOT AND HERB JUICES, The Great Blood Purifier, and Remedy for

Scrofula, Ucers, Sores, Spots, Tetters Scales, Boils, Etc. For the above complaints the Samaritan's Root and Herb Juices, is the most potent and effectual remedy-ever prescribed. It reaches and eradicates every par-tic eof the venereal poison. Will remove every vestige of imparities from the system as well as all the bad effects of mercury. Price, \$1.25 per bottle.

SAMARITAN'S WASH is used in conjunction with the Boot and Herb Juices The old sickening and disgusting drups have to give way to remedies purely vegetable, pleasant to the taste, and A FOSTIVE CURE. Sold by DEMAS BARNES & CO., No. 21 PARK ROW and by Drugsists. DESMOND & CO., Proprietors, No. 915 RACE Street thilsdeiphia.

ALL PERSONS WHO DO NOT ENJOY consulting Dr KINKELIN, German physician. Dr KINKELIN, German physician. Dr KINKELIN, German physician. Dr Kinkelin treats all diseases, prenaises and administers alls own medicines. They are pure, safe, and reliable. Be invites all persons suffering from disease to call on him. Consultation free during the day, and offices open till 9 o'clock in the evening. N W. corner of 1HIRD and UNION Streets, between Sprace and Phife treets.

RAILROAD LINES.

READING RAILROAD.

ROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE SCHUTLINIA, 8USQUB.

HANNA, CUMBERLAND: AND WYOMING VALLEYS, THE NORTH, NORTHWEST, AND THE G. NADAS.
WINTER ARRANGEMENT OF PASSENGER TRAINS,
October 8, 1808,
Leaving the Company's Depot. at THIRTEENTH and
CALLOWHILL Streets, Palladelphia, at the following

CALLOWHILL Streets, Publadelphia, at the following hours:—

MORNING ACCOMMODATION,
At 7:30 A. M., for Reading and mermediate Stations.
Returning, leaves Reading at 6:08 P. M., arriving in Philadelphia at 9:16 P. M.

MORNING EXPRESS.
At 8:16 A. M., for Reading, Lebanco, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sanbury, Williamsport, E. m. ra, Rochester, Niagara Falls, Budalo, Alentown, Wilkesbarre, Pitiston, York, Carlisle, Chambersburg, Hagerstown, etc. etc.
This train connects at READING with East Pennsylvania Reliroad trains for Allentown, etc. and the Lebanca Valley train for Barrisburg, etc., at PORT Crinton with Catawissa Rai road trains for Whitamsburg, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Ceatrad Comberland Valley, and Schevkill and Susquehams trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFIERNOON EXPRESS
Leaves Philacelphia at 2:30 P. M., for Reading Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc.

READING ACCOMMODATION
Leaves Reacing at 6:30 A. M., stopping at all way statens, arriving at shiladelphia at 3:30 P. M.; arrives in Reading at 7:35 P. M.

Trains for Philadelphia leave Harrisburg at 8:10 A. M., and Pottsville at 8:45 A. M., arriving in Philadelphia at 6:45 F. M., Pottsville at 2:45 P. M., arriving in Philadelphia at 6:45 F. M., Pottsville at 2:45 P. M., arriving in Philadelphia at 6:45 F. M., Pottsville at 2:45 P. M., arriving in Philadelphia at 6:45 F. M., Harriving in Philadelphia at 6:45 F. M., Arriving in Philadelphia at 6:45 F. M., Arriving in Philadelphia at 6:45 F. M., Pottsville at 2:45 P. M., arriving in Philadelphia at 6:45 F. M., Arriving in Philadelphia at 6:45

HABRISBUAG ACCOMMODATION
Leaves Rending at 750 A. M., and Harrisburg at 4 10 P.
M. Connecting at Reacing with Afternoon Accommodation south at 650 P. M., arriving in Philadelphia at 9-10 M. Market train, with passenger car attached, leaves Phila-

Market train, with passenger car attached, leaves Phila-delphia 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 5:00 A. M., and Phila-delphia at 3:15 P. M. Leave Philadelphia for Reading at 8:00 A. M., returning from heading at 4:25 P. M. CHESTER VALLEY RALLROAD. Passengers for Downington and intermediate points take the 7:30 and 8:15 A. M. and 4:30 P. M. trains from Phila leiphia, returning from Downlagtown at 7:00 A. M. and 12:30 coon. Pana leipnia, returning from Downingtown at 740 A. M. and 1270 roon.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST

Leaves New York at 9 A. M. and 248 P. M., passing Reading at 165 and 1153 A. M. and 148 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad express trains for Pittsburg, Chicago, Wilhamsport, Elmira, Baltimore, etc.

Returning, express train leaves Harrisburg on artival of the Pennsylvania express from Pittsburg at 3 and 9 00 A.

the Pennsylvania express from Pittaburg, at 3 and 9 05 A. 3), and 9 15 P. M., passing Reading at 4 49 and 16 52 A. M., and 11 30 P. M., and arriving in New York at 19 A. M. and 2 45 P. M. Steeping cars accompany these trains through between Jersey City and Pittaburg, without change. A mail train for New York leaves Harrisburg at 2:10 P.

A mail train for New York leaves Harrisburg at 210 P.
M. Mail rain for Histriaburg haves New York at 12 M.
SCHUYLKILL VALLEY BAILROAD.
Trains leave Pousville at 7 and 11 30 A. M., and 7 15 P.
M. returning from Tamaqua at 7 35 A. M. and 1 40 and 15 P. M. HUYEKILL AND SUBQUEHANNA RAILROAD. SCHUYEKILL AND SUSQUEHANNA RAILROAD. Trains leave Account at 750 A. M. for Pinegrove and Harrisburg, and 150 P. M. for Pinegrove and tremont, returning from Harrisburg at 520 P. M., and from Tremont at 755 A. M. and 575 P. M.

Ticketts.

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. EKADFORD, Treasurer, No. 227 S. FOURTH Street, Philadelphia, or of G. A. NICOLLS, General Superintend-ont. Reading:—

Gent, Reading :- COMMUTATION TICKETS. At 25 per cent. discount, between any potats desired, for tamilies and firms.

MILEAGE TICKETS.

Good for 2000 mies between all points, \$52.50 each, for

Good for 2000 mies between ad points, \$52.50 each, for families and firms.

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 entiting themselves and wives to tickets at half fare.

EXCURSION TICKETS

From Philadelphia to principal stations, good for Saturday, Sunday, and Menday, attronged 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 36 A. M., 12\*5 neon, and 5 P. M., for Reading, Lebanca, Harrisburg, Pottsville, Port Clinton, and all points forward.

MAILS
Close at the Philadelphia Post Critice for all places on the road and its branches at 5 A. M., and for the principal tations only at 3 15 °, M.

\*\* ne 8 26 cown train, and 3% and 5% up trains will no stop on the Germantown Eranch.

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.

CHESNUT HILL RAILROAD.

Leave Philadelphia 8, 8, 10, 12 A. M., 2, 3% 5%, 7, and 1 P. M.

Leave Chesnut Hill 7-10 minutes, 8, 940, 11-40 A. M.

140 340 540, 640 8 ..., and 10 46 minutes P. M.

Leave Philadelphia 9 10 minutes A. M., 2, 5 and 5 P. M.

Leave Philadelphia 9 10 minutes A. M., 2, 5 and 5 P. M.

Leave Chesnut Hill 7-11 minutes A. M., 2, 40, 640, an 9 20 minutes P. M.

F. R. CONSHOHOCKEN AND NORRISTOWN. 

ard 8 P. M. train will stop at School Lane, Wissa hickon, Manayunk, Spring Mill, and Conshohocken only ON SUNDAYS.

Leave Philadelphia 9 A. M., 28, 4 and 7% P. M. Leave Norristown 7 A. M., 1, 5%, and 8 P. M. Leave Philadelphia 6 8 35 minutes, 11 05 A. M., 1%, 5%, 6%, 8%, 5, and 11% P. M. Leave Manayunk 6%, 7%, 820, 9%, 11%, A. M., 2, 5, 6% 5% P. M. ON SUNDAYS.

ON SUNDAYS.

Leave Philadelphia 9 A. M., 2%, 4, and 7% P. M.

Leave Manayunk 7% A. M., 1%, 6, and 9% P. M.

W. S. WILLON, General Superintendent,

[Depot NINTH and GREEN Streets NORTH PENNSYLVANIA RAILROAD,—
Depot, Third Street above Thompson.
For BETHLEHEM, DOYLESTOWN, MAUCE
CHUNK, EASTON, WILLIAMSPORT, and WILKES,
BARRE. BARRE. At 730 A. M. (Express), for Bethlehem, Allentown Mauch Chunk, Hazleton, Williamsport, and Wilker

Mauch Chunk, Hazieton, Willamsport, and Wilkes barre.

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

At 5 Is P. M. for Bethlehem, Allentown, Mauch Chunk.

For Doylestown at 8:35 A. M., 2:36 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 15 P. M.

Leave Doylestown at 6:40 A. M., 3:15 and 5:30 P. M. 6 13 P. M.
Leave Doy. estown at 6 40 A. M., 3 15 and 5 30 P. M.
Leave Lancale at 6 00 A. M.
Leave Lancale at 6 00 A. M.
Leave Fort Washington at 10 00 A. M., and 2 15 P. M.
Philadelphia for Beth chem at 9 A. M.
Philadelphia for Doylestown at 2 20 P. M.
Doylestown for Philadelphia at 2 0 A. M.
Bethichem for Philadelphia at 4 30 P. M.
Through Tickets must be offerned at the licket offices.
THIRD Street, or BERKS Street.
ELLIS CLARK, Agent.

1866 - Phil. ADELPHIA AND ERIE RAIL.
ROAD. - This great line fravenes the Northern and Northwest Counties of Fennsylvania to the City of Frie on Lake Erie. It has been leased and is operated by the Pennsylvania Raliroad Company.
Thm R OF PASSENGEE TRAINS AT PHILADELPHIA. Arrive Eastward—Erie Mail Train, 7 A. M.; Erie Express Train, 1 P. M.
Leave Westward—Erie Mail, 9 P. M.; Erie Express Train 12 M.
Passenger cars run through on the Erie Mail and Ex Leave Westward-Erie Mail, 9 P. M.; Erie Express
Trains 12 M.
Paisenger cars run through on the Erie Mail and Express trains both ways between Philade phia and Erie
NEW YORK CONNECTION.
Leave New York at S.A. M., arrive at Erie S.30 A. M.
Leave Erie at 44 5 P. M., arrive at New York 419 P. M.
Elegant Sleeping Cars on all the night trains.
For miormation respecting passenger business, apply
at corner THIRTIETH and MARKET Streets Phila.
And for teight business, of the Company's Agents, 8.
B. Kingston, Jr., corner Thirteenth and Market streets
Philadelphia; J. W. Reynolds, Erie; William Brown.
Agent N. C. B. R., Baltimore.
H. H. HOUSTON, General Freight Agent, Phila
H. W. GWINNER, General Ticket Agent, Phila
A. L. TYLLER G. eral Su. Williamsport

W EST JERSEY RAILROAD LINES, FROM foot of MARKET Street (Upper Ferry), commencing MONDAY, September 24 1866
LEAVE PHILADELPHIA AS FOLLOWS:
For Bridgeton, Salem, Millville, and all intermediate stations, at 8 A. M. Mail. 2-30 P. M., Passenger.
For Woodbury, 8 A. M., 330 P. M., and 6 P. M.
For Cape May, at 3-30 P. M.
RETURNING TRAINS LEAVE
Woodbury at 7-15 A. M. 8-40 A. M., and 4-54 P. M.
Bridgeton at 7-95 A. M. and 3-30 P. M. Freight, 6-30 P. M.

Salem at 6 50 A. M. and 3 05 P. M. Freight 5 45 P. M. Millville at 6 55 A. M., and 3 68 P. M. Freight, 6 10 P. M. P. M.
Cope May at 11 45 A. M. Parsenger and Freight,
Freight will be received at Second Covered Whart
below Walnut street, from 7-96 A. M. until 5-80 P. M.
That received before 9 60 A. M. will go through the same day.
Freight Delivery, No. 228 S. DELAWARE Avenue
125
J. VAN RENSSELAER, Superintenue

# RAILROAD LINES.

DBILADELPHIA, WILMINGTON, AND BALL
TIMORE RAILROAD,
TIME TABLE,
Commencing MONDAY, July 2 1866. Trains wan
lea, c Depot, corner of BROAD Street and WASHINGTON Avenue, as follows:
Express Train at 4 ls A. M. (Mondays excepted), for
Beltimore and Washington stopping at Chester, Wamington. Newark, Kikten Northeast, Perryville, Haven,
de Grace, Aberdeen, Perryman's, Magnelia, Chase's and Strumer's Run.

Nay Mail Train at 815 A. M. (Sundays excepted), for Pairmore, stopping at all regular stations between Philidelphia and Baltimore. Delaware Emirond Train at 2 A. M. ("andays ox-cypted, for Princess Anne, Milford, and intermediate sistions.

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

Express Train at 3 P. M. (Sundays excepted), for Bairmore and Washington, Sopping at hoster, Claymost, Wilmirgton, Newsrx, Fixton, Northess, Perryville, Havie de Grace, Aberdeen, Perryman's, Edgewood, Mar. Della, Chase's, and Stemmer's Rua!

Night Express at 11 P. M. for Baltimore and Washington. noilin, Chase's, and Stemmer's Run 1

Fight Express at 11 P. M. for Baltimore and Wash
inton.

Fassengers by Beat from Baltimore for Fortress Monroe Nortella, Criy Foint, and Bichmond, will take the
11 45 A. M. train.

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

Leave Philadelphia at 9 A. M., 12 39, 4 30, 6, and II 56

P. M. The 4 30 F. M. train connects with Delaware
Reilread or Barrington and intermediate stations.

Leave Wilmington at 6 30, 7 15 and 9 30 A. M., 4 and 6 36

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 16 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 55, 10 14 and 11 49 A. M., 4 48,

510, 7 25, and 10 36 F. M.

FROM BALTIMORE TO PHILADELPHIA.

Leave Baltimore 7 3 A. M., Wav-mail. 9 20 A. M.,

Express 140 P. M., Express. 6 35 P. M., Express 8 28

P. M., Express

TRAINS FOR BALTIMORE

Leave Wilmington at 5 23 and 9 33 A. M., and 3 38 P. M.

Leave Wilmington at 5 23 and 9 35 A. M., and 4 16 P. M.

Freight Trains with Passenger Cars attaceed will leave
as follows:— Wilmington for Forty Vite and intermediate
stations at 6 65 P. M. Baltimore for Havre de Grace and
intermediate stations at 4 45 P. M. Perrywille for Wilmington and intermediate stations at 14 20 A. M., train for Philaephia.

SUNDAY TRAINS.

Express Train at 4 15 A. M. for Baltimore and Wash.

echia.

SUNDAY TRAINS.

Express Train at 4'15 A. M. ior Baltimore and Washington. s'opping at chester, Wilmin.ton, Nowark. Elkton, Nor heast. Perryville Havre-de-Grace, Aberdeon, Perry man's hisganois, coase's, and Stemmer's Run. Night Express. If P M for Baltimore and Washington. A commodation Train at 11 30 P. M. for Wilmington and intermediate stations.

BALTIMORE FOR PHILADELPHIA.

Leave I sitimore at 8'25 P. M., snopping at Havre-de-Grace, Perryville, and Wilmington. Also stops at Elkton million of New ark (to take passengers for Phi adelphia and leave passengers from Washington or Battimore) and Chester to leave passengers from Baltimore or Waskington.

rington.

Accommodation Tram from Wi mington for Philadel phis and intermediale stations at 6 °0 °F. M.

H. F. KENNEY, Superintendent.

POR NEW YORK.—THE CAMDEN AND Amboy and Philadelphia and Trenton Railroad company's Lines.

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

At 5 A. M., via Camden and Amboy, Accommodation.

32.26

through to Tremon. LINES FROM KENSINGTON DEPOT WILL LEAVE At il A. M., 430, 645 P. M., and 2 P. M. (Night) via Kenslugton and Jersey City I Karess Lines, fare 55 00. The 645 P. M. Line will run dally. Allothers Sundays

The 645 P. M. Line will run daily. All others Sundays excepted.
At 730 and 11 A. M., 3 330 430, 5, and 645 P. M. a. d. M. Minight, for Bristol, Frenton, etc. At 7 and 10 15 A. M., 12 M., 3 4. 5, and 6 P. M., for Cornwell's Torrisdale Holme-burg, Tacony, Wissinoming, Bridesburg, and Frankford, and at 10 15 A. M. (etc. Bristol, Schenek's, Eddington, and 5 P. M. for Holmesburg and intermediale stations.
At 130 A. M. and 330 P. M. for Singara Falls, Budale, Dunkirk. Camendagua, Fimura, Ithaca, Owege Rechesef. Binghampton, Oswego cyracuse, Great Bend. Montrose. Wilkssonre. Scranton, Stioudsburg, Waloc Gap, Pelvidere, Laston, Lambertville, Flemington, etc. The 330 P. M. Line connects direct with the train is aving Easton for Mauch Chunk, Allentown, Bethleben. hem. etc. At 5 P. M. for Lambertville and intermediate stationa. June 1, 1856. WILLIAM H. GATZMER, Agent.

June I, 1868. WILLIAM H. GATZMER, Agent.

DENNSYLVANIA 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 Irailway, numing 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 each Trains, 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.

Mail Train .....at 8:00 A. M.

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

| REIGHT LINES FOR NEW YORK AND Rail 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 o'clock P M. daily (Surdays excepted).
| Freight must be delivered before 4% o'clock, to be or wanted the same day.
| Returning, the above lines will leave New York att noon and 4 and 8 P. M. Freight for Trenton Princeton. Kingston, New Brunswick, and a.1 points on the Camden and Amboy Railroad also, on the Bev dere. Delaware and Fiemlington the New Jersey the Freehold and Jamesburg, and the burlington and Mount Holly Railroads, received and lewarded up to 1 P. M.
| The Beividere De aware Refiroad connects at Phillipsburg with the Lehigh Valley Railroad, and at Manunkachunk with all points on the De'aware, Lackawanna, and Western Railroad, forwarding to syracase, Buffalo, and other points in Western New York
| The New Jersey Hailroad connects at Elizabeth with the New Jersey Central Railroad, and at Newark with the New Jersey Central Railroad, and at Newark with the Morns and Essex Railroad.
| A slip memorandum, specifying the marks and number s, shippers, and consideres, must, in every instance, be sent with each load of goods, or no receipt will be given.
| N. B.—Increased incitities have been made for the New Persey in the lack of the provision of the pro

be sent with each load of goods, of no receipt will be given.

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

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

No. 226 S. DELAWARF Avenue, Philadelphia

ORANGE AND ALEXANDRIA RAILROAD.

On and arter MONDAY, February 12, two daily traits will run between Washington and Lynchburg, copprecting at Gordonevil le with Virginia Central Railroad trains to and from Richmond as follows:

Leave Washington daily (Sunday excepted), at 6.49

A. M., and errive at Lynchburg at 5.45 P. M.

Leave Washington daily (Sunday excepted), at 6.49

A. M., and errive at Lynchburg at 5.45 P. M.

Leave Washington daily (including sunday) at 6.65 P.

M. and arrive at Lynchburg at 6.90 A. M.

Leave Washington daily (including sunday) at 6.05 P.

M. and arrive at Lynchburg at 6.90 A. M.

Leave Lynchburg at 6.90 A. M.

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

First-class sleeping caps attached to the pight trains.

First-class sleeping caps at the following at the pight produced to the pight trains.

First-class sleeping caps at the pight produced to the pight produced to