The National Capital.

The subject and the necessity of removing the national capital is being taken hold of with more zeal, particularly since it is becoming daily more and more apparent that in its present location it is literally hemmed in by a population of traitors, through whom the Union men of this country constantly stand in danger of being compelled to pass, with fixed bayonets, to reach the city of Washington. A contemporary, referring to the subject, has prepared and presented tables of the square miles and population of the three great divisions of the republic. The Eastern division includes the States looking directly to the Atlantic seaboard, which now have the capital, as it were, exclusively to themselves. The Western division embraces the States and Territories lying west of and upon the Rocky Mountains, looking directly to the Pacific seaboard. The third division embraces the great Central Valley, looking directly down the Mississippi. It is claimed that to this central division properly belongs Western Pennsylvania and portions of certain territories that lap over this side of the Rocky Mountains.

The following are the tables showing the square miles and population of each division:—

THE ATLANTIC ULTRA MONTANE U. S.

States.	Sq. Miles.	Population.
Maine	31,766	628,276
New Hampshire	9,280	326,073
Vermont	9,056	315,095
Massachusetts	7,800	1,231,066
Rhode Island	1,306	174,620
Connecticut	4,674	460,147
New York	50,519	3,880,735
New Jersey	8,320	672,035
Pennsylvania	46,000	2,906,115
Delaware	2,020	112,216
Maryland	11,124	687,050
Virginia	38,352	1,250,900
North Carolina	45,000	992,522
South Carolina	38,113	703,708
Georgia	58,000	1,057,286
Florida	59,268	140,425
Alabama	50,727	964,201
District of Columbia	60	75,080
Total	463,580	16,576,948

THE PACIFIC ULTRA MONTANE U. S.

California	155,500	379,994
New Mexico	120,000	83,516
Utah	131,320	40,273
Oregon	80,270	52,465
Washington	176,141	11,594
Nevada	45,812	6,857
Colorado	105,818	34,277
Arizona	140,000	12,000
Idaho	125,000	6,000
Total	1,102,861	620,706

THE INTRA-MONTANE UNITED STATES.

West Virginia	23,000	346,310
Ohio	39,964	2,339,500
Indiana	33,908	1,305,420
Kentucky	37,680	1,155,680
Tennessee	45,600	1,109,800
Mississippi	47,166	791,300
Louisiana	41,259	708,000
Texas	237,321	604,210
Arkansas	52,198	435,450
Missouri	67,380	1,182,010
Kansas	78,418	107,200
Iowa	55,045	674,940
Illinois	55,409	1,711,950
Wisconsin	53,924	775,880
Minnesota	81,259	173,850
Michigan	56,243	749,110
Nebraska	84,000	28,840
Dakotah	180,000	4,839
Wyoming	125,000	3,000
Indian Territory	180,000	....
Total	1,474,665	14,107,851

—We offer no comment on these figures. The reader can judge therefrom where the capital ought to be located, while we content ourselves with the reiteration of an opinion expressed some time since, that the national capital is not at present in a proper location.—*Western paper.*

Dedication of the Cornplanter Monument

This ceremony took place on Thursday last. The day being warm and beautiful, with a "cloudless sky and balmy airs," a very large concourse of people assembled at the burial-ground of Gyantwahia, the "Cornplanter." The monument erected is placed in a conspicuous part of the ground, having a base of sandstone, one and a half feet high; the sub-bases are of marble, together with the die and shaft, making eleven and a half feet of marble. The whole is surmounted by a suitable cap. Upon the north side of the monument is very beautifully engraved the name and date—

"Gyantwahia, the Cornplanter.
John Obail, alias Cornplanter,
DIED,
At Cornplanter Town, February 18, A. D. 1836,
Aged about 100 years."

Upon the west side is the following inscription:—

"Chief of the Seneca tribe, a principal Chief of the Six Nations, from the period of the Revolutionary war to the time of his death. Distinguished for talent, courage, eloquence, sobriety, and love for his tribe and race, to whose welfare he devoted his time, his energies, and his means, during a long and eventful life."

Upon the south side is the following:—

"Erected by authority of the Legislature of Pennsylvania, by act passed March, A. D. 1866."

The assemblage was called to order by Hon S. P. Johnson, who made a few prefatory remarks, which were interpreted by Harrison Halftown, from the Alleghany Reservation. A prayer was offered by the Rev. W. A. Rankin, Chaplain of the day. After which a very able address was delivered by Hon. James Ross Snowden, of Philadelphia. It was full of happy and beautiful things, and interesting events in the character and life of Cornplanter, both public and private. It is useless to enumerate here, as such an interesting address will of course be given to the public in full. Then followed an address by Rev. W. A. Rankin, giving a personal history of Cornplanter's life, both in the domestic circle and as a brave warrior and chieftain. This address was all given in the Seneca language by the interpreter, after which responses were made by some of the Senecas present, which were characterized by their usual beauty of expression. Thus closed the exercises of the day. An extensive collation was prepared to refresh the weary, and it made a pleasant *finale* to the various exercises of the day. Music was discoursed from time to time by the Aboriginal Brass Band, which did great credit to the performers.

I could not but be reminded, as they played one old, familiar household air, of the "Home, sweet Home" to which Gyantwahia, the Cornplanter, passed so long ago. The warm sunlight of thirty summers and the cold sheeted snow of thirty winters have dropped upon his grave, since the spirit of Cornplanter has roamed through the vast hunting grounds above—and as often as his tribe shall visit the monument which marks his last resting-place on earth, may they be led to think of the Great Spirit of the Senecas, and the "Home, sweet Home" of Cornplanter.—*Warren Mail, Oct. 20.*

CABLE BARONETS AND KNIGHTS.

Sir Curtis Mirandar Lampson, created a baronet in England for his services in the Atlantic Telegraph enterprise, is a native of Vermont. His early life was passed in the hunting and fishing grounds of Canada and the Hudson's Bay territory. He was married in Vermont, and in 1834 went to England, where he became permanently settled, taking the oath of allegiance in 1848, and engaging in the Hudson's Bay fur trade. He was one of the earliest directors and shareholders of the Atlantic Telegraph Company, and has since continued his active interest in that work. An English paper says of him:—

"Mr. Peabody nominated Sir Curtis Lampson as one of the trustees of the magnificent fund which he founded; and in conjunction with Lord Stanley and Sir Emerson Tennent, the management of that fund has been such as to realize with the most marked success the wishes and designs of its benevolent founder. The new baronet is the owner of a fine estate at Rowfant, near East Grinstead, and the old Tudor mansion, a moated grange, is preserved as an almost sacred trust. Sir Curtis has two sons, both of whom were educated at Cambridge, and who will shortly, on his retirement, succeed to the whole of his business, in which they are at present partners."

The other officers of the Cable expedition upon whom the Queen has conferred the honors of the realm are Sir Daniel Gooch, Sir Richard Atwood Glass, Sir W. Thompson, Sir C. Canning and Sir J. Anderson. Gooch is chairman of the Great Western Railroad Company in England, and a high officer among the Freemasons; Thompson is Professor of Natural Philosophy in the University of Glasgow, and the leading electrician of the Telegraph Company; Glass began life as an accountant in a mercantile house in London, and is now the head of the firm of Glass & Elliott, who made the Atlantic Cables; Canning is the engineer who superintended the laying of the cable; Anderson is the Captain of the *Great Eastern*, who was selected by Sir William Cunard to command that vessel on her different expeditions in the service of the Telegraph Company.

German Gymnasiums and Universities.

In 1865 there were in the whole of Prussia 153 gymnasiums; in Brandenburg and Saxony respectively, 24; in Silesia, 23; in Prussia (province), 21; in Westphalia, 16; in Pomerania, 13; in Posen, 8. The examination that has to be passed by all who form the gymnasium to the university, was passed in all by 1982 scholars. Of these 1982 absturients, as they are termed, 240 went to the university to study for the Protestant ministry, 383 to study for the Romish priesthood! A very significant and not a very encouraging fact.

At the Prussian universities, at the close of the summer term this year, there were altogether 562 teachers. Of these 270 were ordinary professors, 122 extraordinary, and 170 lecturers. Of the ordinary professors, 55 were Protestant theological, 25 Catholic theological; 70 law; 135 medicine; and 277 philosophical, including natural science.

—In a life of fifty years a man makes upwards of 500,000,000 respirations, drawing through his lungs nearly 170 tons weight of air, and discharging nearly 30 tons weight of carbonic acid. Alas! what blowers we are!

LUMBER.

1866.—FLOORING! FLOORING
FLOORING! FLOORING!!
5-4 CAROLINA FLOORING.
4-4 CAROLINA FLOORING.
5-4 VIRGINIA FLOORING.
4-4 VIRGINIA FLOORING.
5-4 DELAWARE FLOORING.
4-4 DELAWARE FLOORING.
ASH AND WALNUT FLOORING.
ASH AND WALNUT FLOORING.
STEP BOARDS.
RAIL PLANK.

1866.—PLASTERING LATHS!
PLASTERING LATHS,
AT REDUCED PRICES.
AT REDUCED PRICES.

1866.—CEDAR AND PINE SHINGLES
CEDAR AND PINE SHINGLES.
No. 1 LONG CEDAR SHINGLES.
No. 1 SHORT CEDAR SHINGLES.
WHITE PINE SHINGLES.
CYPRESS SHINGLES.
FINE ASSORTMENT FOR SALE LOW

1866.—LUMBER FOR UNDERTAKERS!
LUMBER FOR UNDERTAKERS!!
RED CEDAR, WALNUT, AND PINE.
RED CEDAR WALNUT, AND PINE.

1866.—ALBANY LUMBER OF ALL KINDS.
ALBANY LUMBER OF ALL KINDS
SEASONED WALNUT.
SEASONED WALNUT.
DRY POPLAR, CHERRY, AND ASH.
OAK PLK. AND BDS.
MAHOGANY.
ROSEWOOD AND WALNUT VENEERS.

1866.—CIGAR-BOX MANUFACTURERS.
CIGAR-BOX MANUFACTURERS.
SPANISH CEDAR BOX BOARDS.
AT REDUCED PRICES.

1866.—SPRUCE JOIST! SPRUCE JOIST
SPRUCE JOIST! SPRUCE JOIST!
FROM 14 TO 32 FEET LONG.
FROM 14 TO 32 FEET LONG.
SPRUCE SILLS.
HEMLOCK PLANK AND JOIST.
OAK SILLS.
MAULE BROTHER & CO.,
5 22 6mrp No. 2500 SOUTH STREET.

UNITED STATES
BUILDER'S MILL,
Nos. 24, 26, and 28 S. FIFTEENTH St
PHILADELPHIA.
ESLER & BROTHER,
WOOD MOULDINGS, BRACKETS, STAIR BALTERS, NEWEL POSTS, GENERAL TURNING AND SCROLL WORK, ETC.
SHELVING PLANED TO ORDER.
The largest assortment of Wood Mouldings in this city constantly on hand. 7 19 3m

J. C. PERKINS,
LUMBER MERCHANT.
Successor to R. Clark, Jr.,
No. 324 CHRISTIAN STREET.
Constantly on hand a large and varied assortment of Building Lumber. 5 24 §

WHISKY, BRANDY, WINE, ETC.

CHESNUT GROVE WHISKY.
No. 225 North THIRD Street.
If anything was wanted to prove the absolute purity of this Whisky, the following certificates should do it. There is no alcoholic stimulant known commanding such commendation from such high sources:—

PHILADELPHIA, September 9, 1858.
We have carefully tested the sample of CHESNUT GROVE WHISKY which you send us, and find that it contains NONE OF THE POISONOUS SUBSTANCE known as FUSIL OIL, which is the characteristic and injurious ingredient of the whiskies in general use.
BOOTH, GARRETT & CAMAC,
Analytical Chemists

NEW YORK, September 3, 1858
I have analyzed a sample of CHESNUT GROVE WHISKY received from Mr. Charles Wharton, Jr., of Philadelphia; and having carefully tested it, I am pleased to state that it is entirely FREE FROM POISONOUS OR DELETERIOUS substances. It is an unusually pure and fine-flavored quality of whisky.
JAMES R. CHILTON, M. D.,
Analytical Chemist

BOSTON, March 7, 1859
I have made a chemical analysis of commercial samples of CHESNUT GROVE WHISKY, which proves to be free from the heavy Fusil Oils, and perfectly pure and unadulterated. The fine flavor of this whisky is derived from the grain used in manufacturing it.
Respectfully, A. A. HAYES, M. D.,
State Assayer, No. 16 Boylston street.

For sale by barrel, demijohn, or bottle at No. 225 North THIRD Street Philadelphia. 43

M. NATHANS & SONS,
IMPORTERS
OF
BRANDIES, WINES, GINS,
Etc. Etc.
No. 19 North FRONT Street,
PHILADELPHIA.
MOSES NATHANS,
HORACE A. NATHANS,
ORLANDO D. NATHANS. 1 19m

FRED. BALTZ & CO.,
IMPORTERS OF WINES, GINS, Etc
SOLE AGENTS FOR
Riviere, Cardat & Co.'s
COGNAC
No. 116 WALNUT STREET,
PHILADELPHIA. 19 3 3m

912 ARCH STREET.—GAS FIXTURES CHANDELIERS, BRONZE STATUARY, Etc.—VANKIRK & CO. would respectfully direct the attention of their friends, and the public generally, to their large and elegant assortment of GAS FIXTURES, CHANDELIERS, and ORNAMENTAL BRONZE WARES. Those wishing handsome and thoroughly made Goods, at very reasonable prices will find it to their advantage to give us a call before purchasing elsewhere.
N. B.—Soiled or tarnished fixtures refinished with special care and at reasonable prices.
8 4 6m VANKIRK & CO

CORN EXCHANGE
BAG MANUFACTORY.
JOHN T. BAILEY & CO.,
REMOVED TO
N. E. corner of MARKET and WATER Streets
Philadelphia.
DEALERS IN BAGS AND BAGGING
of every description, for
Grain, Flour, Salt, Super Phosphate of Lime, Bone Dust, Etc.
Large and small GUNNY BAGS constantly on hand.
2 22 §] Also, WOOL SACKS.
JOHN T. BAILEY. JAMES CASCADEN.

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	128,100 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
$1,036,850 Par.	Market value	$996,560 00
	Real Estate	36,000 00
	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 3
		$1,253,630 18

DIRECTORS.
Thomas C. Hand, John C. Davis, Edmund A. Souder, Theophilus Paulding, John R. Penrose, James Traquair, Henry C. Dallett, Jr., James C. Hand, William C. Ludwig, Joseph H. Seal, George C. Leiper, Hugh Craig, Robert Burton, John D. Taylor, Samuel E. Stokes, J. F. Peniston, Henry Sloan, William G. Boulton, Edward Darlington, H. Jones Brooke, Edward Lafourcade, Jacob P. Jones, James B. McFarland, Joshua P. Eyre, Spencer McIlvain, J. B. Semple, Pittsburg, A. B. Berger, Pittsburg, 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.
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JAMES M. CONRAD, Treasurer.
HENRY C. BROWN, Secretary.
JOHN C. BULLITT, Solicitor.
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L. L. Houpt, late of Pennsylvania Railroad Company.
J. E. Kingsley, Continental Hotel.
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H. G. Leisenring, Nos. 237 and 239 Dock street.
James M. Conrad, firm of Conrad & Walton, No. 623 Market street.
Enoch Lewis, late Gen. Sup't Penna. R. R.
Andrew Mehaffey, S. W. corner of Third and Walnut streets.
G. C. Franciscus, Gen. Agent Penna. R. R. Co.
Thomas K. Peterson, No. 3036 Market street.
W. W. Kurtz, firm of Kurtz & Howard, No. 25 S. Third street. 1 3 10m

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

LIVERPOOL AND LONDON
AND
GLOBE INSURANCE COMPANY.
Capital and Assets, $16,000,000.
Invested in United States, $1,500,000.
Total Premiums Received by the Company in 1865, $4,947,175.
Total Losses Paid in 1865, $4,018,250
All Losses promptly adjusted without reference to England.
ATWOOD SMITH,
General Agent for Pennsylvania.
OFFICE,
No. 6 Merchants' Exchange
PHILADELPHIA 18 11 6m

PROVIDENT LIFE AND TRUST COMPANY OF PHILADELPHIA
No. 111 South FOURTH Street.
INCORPORATED 3d MONTH, 22d., 1865.
CAPITAL, $150,000, PAID IN.
Insurance on Lives, by Yearly Premiums; or by 5, 10, or 20 year Premiums, Non-forfeiture.
Endowments, payable at a future age, or on prior decease, by Yearly Premiums, or 10 year Premiums—both classes Non forfeiture.
Annuities granted on favorable terms.
Term Policies. Children's Endowments.
This Company, while giving the insured the security of a paid-up Capital, will divide the entire profits of the Life business among its Policy holders.
Moneys received at interest, and paid on demand.
Authorized by charter to execute Trusts, and to act as Executor or Administrator, Assignee or Guardian, and in other fiduciary capacities under appointment of any Court of this Commonwealth or of any person or persons, or bodies politic or corporate.
DIRECTORS.
SAMUEL R. SHIPLEY, JEREMIAH HACKER, JOSHUA H. MORRIS, RICHARD WOOD, RICHARD CADBURY, HENRY HAINES, T. WISTAR BROWN, WM. C. LONGSTRETH, CHARLES F. COFFIN.
SAMUEL R. SHIPLEY, President. ROWLAND PARRY, Actuary
THOMAS WISTAR, M. D., Medical Examiner. J. B. TOWNSEND, Legal Adviser.
7 27§

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.
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JOHN R. WUCHERER, President.
SAMUEL WILCOX, Secretary. 4 1§

1829—CHARTER PERPETUAL
Franklin Fire Insurance Co.
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, Tobias Wagner, Samuel Grant, George W. Richards, Isaac Lea, Edward C. Dale, George Fales, Alfred Fitler, Francis W. Lewis, M. D., Peter McCall.
CHARLES N. BANCKER, President.
EDWARD C. DALE, Vice-President.
JAS. W. McALLISTER, Secretary protem. 2 3 t12

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., Alexander Benson, Isaac Hazlehurst, Thomas Robbins, Daniel Haddock, Jr., John Devereux, Thomas Smith, Henry Lewis, J. Gillingham Fell.
DANIEL SMITH, JR., President.
WILLIAM G. CROWELL, Secretary. 3 30§

MEDICAL.

GLAD NEWS
FOR THE UNFORTUNATE.
BELL'S SPECIFIC REMEDIES
Are warranted in all cases, for the SPEEDY and PERMANENT CURE of all diseases arising from excesses in youth. Physical and Nervous Debility, etc. etc.
NO CHANGE OF DIET IS NECESSARY.
They can be used without detection, and never fail to effect a Cure, if used according to instructions.
BELL'S SPECIFIC PILLS,
Price One Dollar per Box, or Six Boxes for Five Dollars; also, Large Boxes, containing Four Small, Price Three Dollars.
From four to six boxes are generally required to cure ordinary cases though benefit is derived from using a single box.
In Chronic Cases, where Nervous Prostration has affected the system,
BELL'S TONIC PILLS
Are recommended as the most Efficacious, Rejuvenating and Invigorating Remedy in the world.
A Package Price Five Dollars, will last a month, and is generally sufficient.
In extreme cases of Debility,
BELL'S EXTERNAL REMEDY,
Price Two Dollars, sufficient for a month, can be used to good advantage.
It gives Strength to the system, and, with the Pills will effect a complete Restoration.
A Pamphlet of 100 pages, on the ERRORS OF YOUTH, designed as a Lecture and Caution to Young Men, sent free, Ten Cents required to pay postage.
If you cannot purchase BELL'S SPECIFIC REMEDIES of your Druggist, take no other, but send the money direct to
DR. JAMES BRYAN, Consulting Physician,
No. 819 BROADWAY, New York
And you will receive them by return of mail post paid and free from observation.
For sale by DYOTT & Co., No. 232 N. SECOND Street. 6 11§

VOX POPULI.
WRIGHT'S TAR SYRUP,
PRINCIPAL DEPOT,
No. 771 South THIRD Street,
Price, $1·00 per Bottle; $5·00 for half-a-dozen.
The undersigned citizens take pleasure in cheerfully recommending the use of Wright's Tar Syrup for coughs, colds, consumption, whooping-cough, spotted fever, liver complaint, pains in the breast, bronchitis, inflammation, and restriction of air vessels in the lungs, etc. The remedy should be in every family:—
Charles C. Wilson, Forney's *Press* office.
Charles H. Graffen, *Sunday Mercury* office.
James Nolen, *Inquirer* office.
William F. Corbit, Associated Press.
William H. Carpenter, Fire Alarm and Police Telegraph, Fifth and Chesnut streets.
A. Randolph, Front and Lombard streets.
James W. Perrine, No. 1129 Charles street.
H. A. Davis, No. 323 Gaskill street.
John Woodside, No. 1331 Franklin street.
Robert Thompson, No. 1608 Walter street.
R. G. Marcn, No. 626 Franklin street.
J. Gebloff, No. 731 S. Second street.
John Seymour, No. 513 S. Front street.
A. W. Howard, No. 1 Dock street.
B. C. Bartlett, No. 327 S. Second street.
L. Bates, No. 605 Arch street.
Albert Martin, No. 417 S. Second street.
Mary Caldwell, No. 1032 Sansom street.
W. Thomas, No. 20 N. Fourth street.
T. M. Carthy, No. 109 Ellreth's alley.
George Wilson, No. 236 Race street.
W. F. Brooks, No. 69 North Second street.
M. J. Bassett, No. 119 Canal street.
S. Seymour Rose, Bustleton.
Charles Rogers, No. 921 South street.
R. T. Wellington, Second and Quarry street.
E. E. Thomas, No. 136 South Sixth street.
William Barns, No. 515 South Front street.
S. S. Sanford, Opera Manager.
John Maginnis, rear of No. 134 North Second street.
Mrs. S. R. Choate, Newark, Del.

Mr. William B. Wright:—
SIR:—We take pleasure in recommending your TAR SYRUP (of which we have already sold considerable quantities) as a most excellent and efficacious remedy for the complaints set forth in your printed bill already submitted to the public. As a gratifying act to suffering humanity we will cheerfully recommend your preparation to all afflicted with diseases which it is designed to cure.
Yours, etc.,
DILKS & SON, Druggists,
N. E. corner Pine and Sixth streets.

For sale also at
JOHNSON, HOLLOWAY & COWDEN'S,
DYOTT & CO.'S,
And all principal Druggists and Dealers.

The subscriber would beg leave further to say that he is prepared to fill orders and forward the Syrup to any part of the country. Persons desiring other information by mail will inclose a postage stamp and answers will be returned as soon as the exigencies of business will admit. Address
WILLIAM B. WRIGHT,
3 20 No. 771 S. THIRD Street, Philadelphia, Pa.

SAMARITAN'S GIFT!
SAMARITAN'S GIFT!
THE MOST CERTAIN REMEDY EVER USED
"YES, A POSITIVE CURE"
FOR ALL DISEASES ARISING FROM INDISCRETIONS.
Contains no Mineral, no Balsam, no Mercury.
Only Ten Pills to be Taken to Effect a Cure.
They are entirely vegetable, having no smell nor any unpleasant taste, and will not in any way injure the stomach or bowels of the most delicate.
Cures in from two to four days, and recent cases in "twenty-four hours."
Sent by mail. Price, Male packages, $2. Female, $3

SAMARITAN'S ROOT AND HERB JUICES,
The Great Blood Purifier, and Remedy for
Scrofula, Ulcers, 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 particle of the venereal poison. Will remove every vestige of impurities 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 Root and Herb Juices. Full directions. Price, 25 cents.
The old sickening and disgusting drugs have to give way to remedies purely vegetable, pleasant to the taste, and A POSITIVE CURE.
Sold by DEMAS BARNES & CO., No. 21 PARK ROW and by Druggists.
DESMOND & CO., Proprietors, No. 915 RACE Street Philadelphia. 9 15

ALL PERSONS WHO DO NOT ENJOY the blessing of good health can obtain relief by consulting Dr. KINKELIN, German physician. Dr. Kinkelin treats all diseases, prepares and administers his own medicines. They are pure, safe, and reliable. He 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 THIRD and UNION Streets, between Spruce and Pine Streets. 8 14 6m

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.
WINTER ARRANGEMENT OF PASSENGER TRAINS, October 8, 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.
Returning, leaves Reading at 6·30 P. M., arriving in Philadelphia at 9·10 P. M.
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 Williamsburg, 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 6·30 A. M., stopping at all way stations, arriving at Philadelphia at 9·40 A. M.
Returning, leaves Philadelphia at 4·30 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 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 at 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 4·30 P. M. trains from Philadelphia, returning from Downingtown at 7·00 A. M. and 12·30 noon.
NEW YORK EXPRESS FOR PITTSBURG AND THE WEST
Leaves New York at 7 and 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 9·05 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 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 forward.
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 45

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, 3½, 4, 5, 5½, 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 3½ and 5½ 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, 6¼, 9½ P. M.
CHESNUT HILL RAILROAD
Leave Philadelphia 6, 8, 10, 12 A. M., 2, 3½, 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, 2½, 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, Wissahicken, Manayunk, Spring Mill, and Conshohocken only.
ON SUNDAYS.
Leave Philadelphia 9 A. M., 2½, 4, and 7½ 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 7½ P. M.
Leave Manayunk 7½ A. M., 1½, 6, and 9½ 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 7·20 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 6·15 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.

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, 9 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. GWYNNER, General Ticket Agent, Phila.
A. L. TYLER, General Sup., Williamsport.

WEST 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, 3·30 P. M., Passenger.
For Woodbury, 8 A. M., 3·30 and 6 P. M.
For Cape May, at 3·30 P. M.
RETURNING TRAINS LEAVE
Woodbury at 7·15 and 8·40 A. M., and 4·54 P. M.
Bridgeton at 7·05 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 3·08 P. M. Freight, 6·10 P. M.
Cape May at 11·45 A. M., Passenger and Freight.
Freight will be received at Second Covered Wharf below Walnut street, from 9·00 A. M. until 5·00 P. M. That received before 7·00 A. M. will go through the same day.
Freight Delivery, No. 228 S. DELAWARE Avenue.
9 25 J. VAN RENSSELAER, Superintendent.

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, 7·55, 10·14 and 11·49 A. M., 4·48, 5·10, 7·26, and 10·16 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 9·33 A. M., and 4·15 P. M.
Freight Trains with Passenger Cars attached will leave as follows:—Wilmington, for Perryville and intermediate stations at 6·05 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 6·20 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 and Emigrant 1st class 2·25
At 6 P. M., via Camden and Amboy Accommodation and Emigrant, 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, 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, Torresdale, 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, Binghamton, 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.—FALL ARRANGEMENT.
The Trains of the Pennsylvania Central Railroad leave the Depot at Thirty-first and Market streets, which may be reached by the cars of the Market Street Passenger Railway, as well as by those of the Chesnut and Walnut Streets Railway.
On Sundays—The Market Street cars leave Eleventh and Market Sts. 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.:—
Day Express at 9·00 A. M.
Paoli Accommodation, No. 1 & 2, at 10 A. M. & 11·20 P. M.
Fast Line and Erie Express at 12·00 M.
Parkesburg Train at 1·00 P. M.
Harrisburg Accommodation at 2·30 "
Lancaster Accommodation at 4·00 "
Pittsburg and Erie Mail at 9·00 "
Philadelphia Express at 11·00 "
Pittsburg and Erie Mail leaves daily, except Saturday.
Philadelphia Express leaves daily. All other trains daily, except Sunday.
Passengers by Day Express go to Williamsport without change of cars, and arrive at Lock Haven at 8·10 P. M.
Passengers by Day Express go to Carlisle and Chambersburg without change of cars.
Sleeping Car Tickets can be had on application at the Ticket Office, No. 631 Chesnut street.
TRAINS ARRIVE AT DEPOT, VIZ.:—
Cincinnati Express at 12·40 A. M.
Philadelphia Express at 7·10 "
Paoli Accommodation, No. 1 & 2, at 8·20 A. M. & 7·10 P. M.
Parkesburg Train at 9·00 A. M.
Lancaster Train at 12·40 P. M.
Fast Line at 1·10 "
Day Express at 5·50 "
Harrisburg Accommodation at 9·50 "
Philadelphia Express arrives daily, except Monday.
Cincinnati Express arrives daily. All other trains daily, except Sunday.
Passengers leaving Lock Haven at 7·00 A. M., and Williamsport at 8·40 A. M., reach Philadelphia without change of cars, from Williamsport, by Day Express, at 5·50 P. M.
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. For further information, apply to
JOHN C. ALLEN, Ticket Agent, No. 631 Chesnut St.
SAMUEL H. WALLACE, Ticket Agent, at the Depot.
An Emigrant Train runs daily (except Sunday). For full particulars as to fare and accommodations, apply to
3 12 FRANCIS FUNK, No. 137 DOCK Street.

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 4½ o'clock, to be forwarded the same day.
Returning, the above lines will leave New York at 12 noon, and 4 and 6 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. 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 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 or Alexandria.
W. H. McCAFFERTY, General Superintendent.