A DRINKER'S EXPERIENCE.

The North British Review says that Aytoun's hand is very visible in 'The Dirge of the Drinker," a parody of his own lays, and a very spirited specimen of the rather extravagant comedy of his school:-

THE DIRGE OF THE DRINKER,

Brothers, spare awhile your liquor, lay your final tumbler down; He has gropped—that star of honor—on the neld of his renown!
Raise the wail, but raise it softly, lowly bending on your knees, If you and it more convenient you may blecur

Sons of Pantagruel, gently let your hip-hurrah-THE STRE. Be your manly accents clouded, half with sor-

row, halt with drink! Lightly to the sofa pillow lift his bead from of the floor; See, how calm he sleeps, unconscious as the deadest nail in door!
Widely o'er the earth I've wandered; where the drink most freely flowed.
I have ever rocked the foremost, foremost to the

breaker strode.

Deep in the shady Cider Ceilars I have dreamed o'er heavy wet. By the fountain of Damaseus I have quaffed the

rich sherbet. Regal Montepulciano drained beneath its native rock, On Johannis' sunny mountain frequent hiccuped

o'er my hock: I have bathed in butts of Xeres deeper than did e'er Monsoon, Sangaree'd with bearded Tartars in the Mountains of the Moon;

In beer-swilling Copenbagen I have drunk your Danesman blind,
I have kept my feet in Jena, when each bursch to earth decimed; Glass for glass, in fierce Jamaica, I have shared the planter's rum, Drank with Highland dnuine-wassails, till each

gibbering Gael grew dumb; But a stouter, bolder drinker—one that loved his liquor more-Never yet did I encounter, than our friend upon the floor !

Yet the best of us are mortal, we to weakness all are heir. He has fallen, who sorely staggered—let the rest of us beware!
We shall leave him as we found him-lying where his manhood felt.

Mong the trophies of the revel, for he took his Better 'twere we loosed his neckcloth, laid his throat and bosom bare, Pulled bis Hobbies off, and turned his toes to

taste the breezy air.

Throw the sofa-cover o'er him, dim the flaring of the gas, Calmly, calmly let him slumber, and, as by the

bar we pass, We shall bid that thoughtful waiter place beside him, near and bandy,
Large supplies of soda-water, tuniblers bottomed
weil with brandy,
So, when waking, he shall drain them, with

that deathless thirst of his-Clinging to the hand that smote him, like a good un as he is!

DIAMOND WORK.

The Intellectual Observer, an English periodical, has the following:-

'The first real improvement in the design of diamond work originated in Vienna, and from its very character led to new and more artistic development. It began in a parare of slender grass leaves, from which were pendent small stars, or dew-drops, and its best feature was a conscientious desire to follow closely upon nature. For a long time the simple field flowers and long grasses were the ruling models of diamond work in the Austrian capital. The new fashion scon spread from Vienna to Paris, and thence, through French and German workmen, to London. At this time, what is technically called 'thread setting' was little used in London. The English workman prided himself upon his 'grain setting,' i. e., his work, whether leaf, flower, or nondescript ornament, was pared away on the edges, leaving long round-topped away on the edges, leaving long round-topped grains between, and on the side facets of the stones. All ornaments alike were subjected to this treatment, which gave a rounded appearance to the work, and destroyed all outline. This style of seiting is described as 'cut down,' from the manner in which it is effected, and the Englishman was proud of his 'cutting down. Thread setting, on the contrary, preserves a fine filet, or line of silver, on the outer edge of the portion of the leaf or flower, the sharp outline of which it is desired to preserve, and, by a judicious use of the two methods, an admirable degree of retief is given to the whole ornament

"The advance of the Viennese in their search for art in the footsteps of nature led to the most important results. The simple grass leaves were succeeded by foliage of a more ornate character; flowers of most complex construction were made the prominent features in the tiara, the brooch, or the stomacher, till no object was considered too difficult of imitation in the plastic silver, to be afterwards encrusted with diamonds so thickly as to leave little but a shell or skin of the original material to bind them together. It may truly be said that jewelry, in its employment of the diamond chiefly, attained perfection in these floral ornaments. The taste of the draughtsman and the modeller, and the skill of the workman, were combined to produce them. and the result was the creation of works of true art. Many of the best specimens of this class of workmanship were made in London, but it must also be said, by foreign artisans, chiefly French and German.

"The style of the present day is no longer the same, but the skill and the taste remain, although scarcely employed so advantageously. The fashion of the moment runs in favor of a species of Arabesque or Byzantine interlaced work, to which it would be very difficult to give a name, but which is effective in so far that it allows of the massing of stones on a round surface. broken up by narrow interstices, and a few gems are made to produce the dazzling effect of many. Diamond work finds a further development in simple five-pointed stars, placed at in-tervals on an interlaced band."

Nelson's Signal. THE SATTLE OF TRAFALGAR AND THE BRITISH

SAILORS. A London publishing house has just issued a memoir of the late Lieutenant-General S. B. Eliis, of the British Royal Marines, in which occurs the following story of the battle of Tra-falgar and Nelson's famous signal-told by General Ellis, who served on board the flag-

This glorious battle, which so greatly influ enced the affairs of Europe, and gave to England supremacy of the seas, was one through ch our ship passed with but little loss. There was scarcely any wind at the time, and we approached the enemy at not more than a knot and a half an hour. As we neared the French fleet, I was sent below with orders, and was much struck with the preparations made by the blue-jackets, the majority of whom were stripped to the waist; a handkerchief was bound tightly round their heads and over the ears, to deaden the noise of the cannon, many men being deaf for days a'ter an action. The men were variously occupied; some were sharpening their cutlasses, others polishing the guns, though an inspection were about to take place instead of a mortal combat, while three or four, as if in mere bravado, were darcing a bornpipe but all seemed deeply anxious to come to close quarters with the enemy, Occasionally they would look out of the ports, and speculate as to the various ships of the enemy, many of which had been, on former occasions, engaged by our

"It was at this time that Nelson's famous signal, England expects every man to do his duty was holsted at the mast-head of the Admiral These words were requested to be delivered to the men, and I was desired to inform those on the main-deck of the Admiral's signal.
Upon acquainting one of the quartermas ers of
the order, he assembled the men with 'Avast
there, lads, come and hear the Admiral's words,'
When the men were mustered, I delivered with becoming dignity the sentence—rather antici-pating that the effect on the men would be to

awe them by its grandeur. Jack, however, did awe them by its grandeur. Jack, however, did not appreciate it, for there were murmurs from some, while others in an andible whisper mut-tered: "Do our duty! Of course we'll do our duty. Pve always done mine; haven't you! Let us come alongside of 'em, and we'll soon show whether we will do our duty.' Still the men cheered vociferously—mote, I believe, from love and admiration of their Admiral and leaders, than from a full appreciation of this well-known signal."

SHIPPING.

n i	at Queenstown-The Inman Line, sailing
F.C.	
=	* EDINBURGH" Saturday, November 10
	CITY OF BOSTON Wednesday, November 21 CITY OF LIMERICK Wednesday, November 28 CITY OF LIMERICK Wednesday, November 38
er:	and each succeeding raturday and Wednesday, at
u	noob, nom Pier No 45 North river.
ē	By the mai steamer smiling every Saturday. First Cabin, Gold 59 Steerage currency
e.	To Paris. 105 To Paris 50
	Passage by the Wednesday steamers: First cabin, 8100; steerage, \$55 Payable in United States cur-
C	rency. Stockings, who have the Carted States cut-

l'assengers also forwarded to Havre, Hamburg, Bre-Passengers also forwarded to have, hamber a en, etc., at moderate rates.
Steerage passage from Liverpool or Queenstown, \$40 currency. Tickets can be bought here by persons sending for their friends.

For urther information apply at the Company softices.

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TO NEW ORLEANS. The New York Mail Steamship Company's fine ocean steamers will leave Pier 46 NORTH RIVER, Mes

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C. K. GARRISON, President. GARRISON & ALLEN, No. 5 BOWLING GREEN, New York. H. L. LEAF, Agent. Office Adams' Express, No. 320 Chesnut street.

ATLANTIC COAST MAIL STEAMSHIP LINES,

SEMI-WEEKLY, FOR Every SATURDAY, Star line for NEW ORLEANS Direct NFW ORLEANS First cabin... \$60. Second cabin... \$40. Second class... \$21. First cabin... \$0. Second cabin... \$49. Second class... \$28. With unsurp assed accommodations to either class.

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The undersigned having leased the KENbaction Stake Dock, begs to inform his friends
and the pations of the Dock that he is prepared with
increased racliffles to accommodate those having vessels
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Drawings and specifications for all work done at the establishmers tree of charge, and work guaranteed.

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SHEET STREET,

PROPOSALS.

DEOPOSALS FOR IRON HEAD BLOCKS!

QUARTERMASTER-GENERAL'S OFFICE, (WASHINGTON, D. C., October 31, 1893.)

1. Scaled Proposals will be received at the Onice of the Quartermaster-General, Washington, D. C., until November 30, 1898, for furnishing Cast-fron need Blocks for National Cometeries, delivered in quantities about as follows, viz :- Head Blocks.

" irom 8,000 to 1,000 irom 3,000 to 4,000 Hampton, Noriolk, "trom 700 to 4,000 Noriolk, "trom 700 to 1,000 City Foint or Petersburg, Va.trom 15,000 to 20,000 Newbern, North Carolina .trom 1,000 to 1,500 Wilmington, "from 25,000 to 3,000 Salisbury, "from 600 to 600 Coldstorough, "trom 5,000 to 2,000 Charleston, South Carolina .from 500 to 1,000 Florence, "trom 5,00 to 3,000 Hillon flead, "trom 2,000 to 2,000 Beautori, "from 1,000 to 1,500 Savannah, Georgia, trom 1,000 to 1,500 Marietta, "trom 1,000 to 1,500 Marietta, "trom 4,000 to 7,000 Millen, "from 12,000 to 13,000 Millen, "from 12,000 to 13,000 Millen, "from 1,500 to 2,000 Millen, Mobile, Alabams Millen, " from 1,500 to 2 0 Mobile, Alabama from 700 to 1 0 Selma or Montgomery, Ala. from 2 000 to 3 0 Barrancas, Florida from 500 to 1 0 New Orieans, Louisana from 3,000 to 4 0 8 10 Mobile, 10 Mob New Oricans, Louisiana. from 500 to 4000
Baton Rouge, from 2 000 to 2,500
Fort Hudson, from 500 to 600
Brazos Eantiago. from 290 to 300
Natorez, Mississippi, from 1,200 to 2,000
Vicksturg, from 4,000 to 6500
Memphis, Tennessee from 8 000 to 12 000
Kort Donelson, from 2 000 to 3,000
Nastivile, from 15 000 to 2 5000
Chattanooga, from 6 000 to 10 000
Knoxville, from 15 000 to 10 000
Knoxville, from 15 000 to 10 000
Coumbia, from 15 000 to 15 000
Coumbia, from 15 000 to 15 000
Coumbia, from 1,200 to 1,500
Camp Nelson, from 4,000 to 5 000
Camp Nelson, from 1,200 to 1,500
Downey Green, from 1,200 to 1,500
Camp Nelson, from 1,200 to 1,500
Cano, Hinols, from 1,000 to 1,500
Cano, Hinols, from 1,200 to 1,500
Cano, Hinols, from 1,000 to 1,500 600 to 1,200 200 to 300 Circinnati, Ohio. from 760 to 1,000 Coumbus, " 170m 300 to 2,400 Camp Denison, Ohio. from 300 to 400 Johnson's Liand, Ohio. from 4 000 to 5,000 Jefferson Barracks, Missouri, from 1,000 to 1,500 Ever Leavenworth, from 100 to 1,000 to 1,000 Keokuk, " 170m 800 to 1,000 Keokuk, " 170m 1,000 to 1,000 to 1,000 Keokuk, " 170m 1,000 to 1,000 to 1,000 Keokuk, " 170m 1,000 to 1,000 to 1,000 Keokuk, " 170m 1,000 to 1,000 to

Fort Leavenworth, "from 1,000 to 1,500 Davenport, Iowa from 100 to 200 Keokuk, "irom 800 to 1,000 Keokuk, "irom 800 to 1,000 Keokuk, "irom 2,000 to 2,500 Fort Smith, "from 1,200 to 1,500 Gmaha, N.T. from 1,200 to 1,500 Gmaha, N.T. from 1,400 to 2,000 San Francisco, California... from 1,500 to 1,000 San Francisco, California... from 1,500 to 1,000 San Francisco, California... from 1,500 to 1,000 San Francisco, Kichmond, Raleigh, Newstern, Fayetteville, Charleston, Salannah, Augusta, (Gal.). Tallahassee, Mobile, New Orcans, Galleston, Vicksburg, Memphis, Nashville, Chartanoga, Muffresboro, Louisville, Cairo, Chicago, Jefieronville, Columbus (Onio), Cincinnata, Deirott, St. Louis, Foit Leavenworth, Omaha, Little Reck, and ean Francisco. (Bids for san Francisco will be received until December 31, 1865.)

3. They will be about nine 9) inches high, from ten (10) to twelve (12, inches long, and from three and a hall (3) to tour and a hall (4) inches wide, with a flange around the octom. They will be holiow, and will have a number cast on the back, and an inscription of the name rank regiment arm, company, or corps, and date of centh of the deceased, cast in ransed letters on the top. They must be cast of cood stove-plate fron, weigh not less than twenty 20 pounds each, and be coated thoroughly by dipping in melted zinc.

4 Separate bids are invited for delivery at each

ping in melted zinc.

4 Separate bids are invited for delivery at each

place; and in case the same parties offer to supply more than one locality, it should be stated at what reduced price the articles would be turnished in the increased number.

5. Each bid must be accompanied by a good and afficient guarantee of at least two responsible parstincent guarantee of at least two responsible par-ties, that the contract, it awarded, will be faithfully at d promptly executed. (the responsibility of the auaranters must be shown by the official certificate of the clerk of the nearest District Court, or of the

United States District Attorney.)
6 The Covernment reserves to itself the right to reject all bids, it unsatisfactory; and to delay the award not later than the first of January, 1807; and also, in some instances, to change the points of de-livery of a portion of the head blocks, in which case a reasonable allowance for increased, or deduction for dimnished, transportation will be made.
7. The time of delivery to be subject to future arrangements, sufficient time being allowed after the lists of names are furnished to the contractor.

 The articles must conform rigidly to the sample, and will be subject to such inspection at the point of delivery as the Chief of the Bureau may 9. The full name and Post Office address of the

bidder should appear in the proposal.

10. Proposals should be plainly endorsed "Proposals for Iron Head-Blocks," and be addressed sals for Iron Head-Blocks," and be addressed "To the Quartermaster-General U. S. A., Wash M. C MEIGS.

Quarlermaster-General, Brevet Major-General U. S. A.

DROPOSALS FOR STATIONERY.

TREASURY DEPARTMENT, OFFICE OF INTERNAL REVENUE, Washington, October 19, 1868

Sealed Froposa's will be received at this omce until the Fitteenth day of November, 1863, at 12 o'clock M., for supplying the Assessors and Collectors of Internal Revenue taroughout that portion of the United States lying east of the Rocky Mountains, with STATIONERY for the fiscal year ending June 30, 1867, and until the 1st cay of January, 1867, for supplying the Assessors and Collectors west of the Rocky Mountains.

Bidders may obtain a school of artistic the state of the collectors west of the Rocky Mountains.

Bidders may obtain a schedule of articles to be furnished, with conditions under which such articles are to be delivered, upon application to any Assessor or Collector, or to the Commissioner of In-

No proposals will be entertained from parties who are not regular manufacturers or dealers in the articles bid for, nor will proposals be considered unless accompanied by satisfac ory guarantees the the contract will, if awarded, be faithfully exe-

Bids which contain prices less than the fair cost of the articles will be considered fraudulent and rerected.

The Two Hundred and Forty Collection Districts are distributed into Five Departments, as shown by the schedule furnished, and each proposal must name the Bepariment it is proposed to

The Commissioner reserves the right to reject any bids or parts of bids which the interest of the Government may require. The bids should be addressed to the Commissioner of Internal Royenne, endorsed "Froposals for supplying Stationery to Internal Revenue Officers." E. A. ROLLINS. 10 24 wfm tno14

OLD SHINGLE ROOFS (FLAT OR STEEP) COVERED WITH JOHN'S ENGLISH ROOF NG CLOTH, And costed with LIQUID GUTTA PERCHA PAIST, making them perfectly water proof. LEAKY GRAVEL HOOFS repaired with Gutta Percha Paint and warranter for the years LEAKY SLATE HOOFS coated with liquid which becomes as bard as alate. TIN, COPPER Z NC, or IRON coated with Liquid Gutta Percha at small expense. Cost ranging from one to two cents per square pense. Cost ranging from one to two cents per square foot. Old Board or Shingle Roofs ten cents per square foot all camplete Materials constantly on hand and for sale by the PHILADELPHIA AND FE * SYLVA NIA HOOFING COMPANY GEORGE HOBART 112 6m No. 230 North FOURTH Street.

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NORTH AMERICAN TRANSIT INSURANCE COMPANY, No. 133 South FOURTH Street

Annual Policies usued against General Accidents all descriptions at exceedingly low rates.
Insurance effected for one year in any sam from \$100 of \$10.000, at a premium of only one-half per cent., ecuring the full smooth insured in case of death, and compensation each week equal to the whole preshort time Tickers for 1, 2, 3, 5. T, or 18 days, or 1, 3, or months, at 19 cents a day, insuring in the sum of \$2,000 or giving \$16 per week if disabled to be had at the General Office, No. 123 S, FOURTH Street, rhisdelphia, or at the various Railroad Ticket offices. Be sure of purchase the fickets of the North American Transit Insurance Company.

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

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. BULLITF, Solicitor.

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J. E. Kingsley, Continental Hotel.

Esmuel C. Falmer, Cashier of Com. National Bank

H. G. Leisenring, Nos. 237 and 239 Dock street.

lances M. Conrad, firm of Conrad & Walton, No. 622

Market Street. Masket street.
Enoch Eewis, late Gen. Sup't Penna H. R.
Andrew Mebufley, S. W. corner of Third and Walnut G. C. Franciscus Gen. Agent Penns. R. R. Co. Thomas K. Peterson, No. 3038 Market street. W. W. Kurtz, firm of Kurtz & Howard, No. 25 8. Third street.

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OFFICE, No. 415 WALNUTSTREET, PHILADELPHIA CAPITAL PAID IN, IN CASE, \$200,000. This company continues to write on Fre Reas on: its capital, with a good surplus, is saiely invested 701 Lesses by fire rave 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 No. 415 WALNUT STREET, But within a few months will remove to its OWN
BUILDING
N. E. CORNER SEVENTH AND CHESNET STREETS
Then as now, we shall be beppy to insure our patrons a
such rates as are consistent with safety

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JAMES B. ALVORD, Secretary.

LIVERPOOL AND LONDON

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 reterence to ATWOOD SMITH,
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Franklin Fire Insurance Co. PHILADELPHIA.

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

Capital \$400,000 or Accinet Surplus 944 543 lr Premiums 1,162,708 8

UESETTLED CLAIMS, INCOME FOR 1884 811.467 53. 8710 000. LOSSES PAID SINCE 1829 OVER \$5,000,000.

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permanently or for a limited time. Also on Furniture
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OF PHILADELPHIA
NO. Ill South FOURTH Street.
INCORPORATED 30 MONTH, 22d., 1863.
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Insurance on Lives, by Yearly Premiums; or by 5, 10
or Jo year Premiums, Non-forseture.
Endowments, payable at a niure age, or on prior decoase, by Yearly Premiums, or 10 year Premiumsboth c a ses Non forseture.
Annuities granted on favorable terms.
Term Po tiles Chil-ren's Endowments
This Company, while giving the insured the security
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Life buspess among its Policy holders.
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in other nouclary capacities under appointment of and
Court of this Commonwealin or of any person or) or
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In agaition to Makine and INLAND INSURANCE,
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beral erms on buildings, merchandles, armiture, etc.
r limited periode, and permanently on buildings, by
epositof premium.

oe ost of premium
The Company Las seen in active operation for more than sixTY 1 Fa.Es, during which all losses have bee trompdy adjusted and paid.

John L. Hodge,
M. B. Mathoney,
John T. Lewis,
William S. Grant,
Robert W. Leaming,
D. Clark Wharton,
Samue Wilcox.

Samue Wilcox.

Secretary

A. McHeory,
Edmond Castillon,
Louis C. Sorris.

WUCHERER, Presiden,
415

FITLER, WEAVER & CO. MANUFACTURERS OF Manilla and Tarred Cordage, Cords, Twines, Etc.

No. 23 North WATER Street, and No. 22 North DELAWARE Avenue, PHILADELPHIA. EDWIN E. FITLER, MICHAEL WRAVER CONRAD F CLOTHIEE. 214

SLATE MANTELS! SLATE MANTELS are unsurpassed for Durability, Benuty, Strength, and Cheapness. SLATE MANTELS and Slate Work Generally, made

to order.

J. B. KIMES & CO., Nos 2125 and 2128 CHESNUT Street.

THE REAL PROPERTY OF STREET, S

RAILROAD LINES.

PHILADELPHIA, WILMINGTON AND BAL

PHILADELPHIA, WHIMIN GTON AND BAL TIMORE RAILROAD.

Commencing TUESDAY, July 6, 1866. Trains will have begot, estner of BROAD Success and WASHINGTON AVEDUC, as follows:

Express Train at 415 A. M. (Mondays excepted), for Baltissore and Washington, stopping at Chester, Whinington, Nowark, Elkiop, Northeast, Perryulle, Havro-decrace, Aberdeen, Perryman's, Magnolia, Chase's and Stemmer's Run.

Way Mail Train at 515 A. M. (Fundays excepted), for Paltimore, stopping at all regular stations between Philadelphia and Baltimore.

Delaware Railroad Train at 9 A. M. (Sundays excepted), for Baltimore and Washington.

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

Night Express at 11 F. M., for Baltimore and Washington, Connects at Wilmington with Delaware Railroad ing (Saturdays excepted), stopping at Middietown, Sugras, Baltrington, Seaford, Salishary, Princess Anne, and connecting at Crisneld with Boat for Norfolk, Portramouth, and the South, Passengers by Boat from Bal imore for Fortress Mon-

Passengers by Boat from Bal imore for Fortress Mon-oc, Norfolk, City Point, and Richmond, will take the 11-45 A. M. train.
WILMINGTON ACCOMMODATION TRAINS.
Stopping at all Stations between Philadelphia and Wil

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 Railrond for Milford and intermediate stations.

Leave Wilmington at 6:30, 7:15, and 9:30 A. M., 4 and 6:50 P. M. The 7:15 A. M. train will not stop at stations between Chester and Philadelphia.

ETrains 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, 7:50, 10:14 and 11:40 A. M., 4:43, 5:10, 7:16, and 10:16 P. M.

FROM BALTIMORE TO PHILADELPHIA.

Leave Baltim 9:2 7:25 A. M., Way-mail, 9:26 A. M., Express. 1:10 P. M., Express. 6:25 P. M., Express. 8:25 P. M., Express.

Leave Baitim ne 7.25 A. M., Way-mail, 9.26 A. M., Express. 1-10 P. M., Express. 6.35 P. M., Express. 8.25 P. M., Express. 8.25 P. M., Express. 8.25 P. M., Express. 8.26 TRAINS FOR BALTIMORE.

Leave Chester at 449 and 8.52 A. M., and 3.25 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 Perryvile 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 4.45 P. M. Perryville for Wilmington and intermediate stations at 4.50 A. M., connecting at Wilmington with 7.15 A. M., train for Philacelphia.

SUNDAY TRAINS.
Express Train at 4.15 A. M., for Baltimore and Washington, stopping at Chester, Wilmington, Newark, Elkton, Northesst, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Magnolia, Chase's and Biemmer's Run
Night Express. II P. M., for Baltimore and Washington. Cennecting at Wilmington with Delaware Railroad line. Accommodation Train at 11.30 P. M. for Wilmington and intermediate stations.

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 Eliaton and Newark (to take passengers for Paniadelphia and leave passengers from Washington or Baltimore), and Chester to leave passengers from Baltimore or Washington.

Accummodation Train from Wilmington for Philadelphia and intermediate stations at 6:20 P. M.

4:16 H. F. KENNEY, Superintendent.

PENNSYLVANIA CENTRAL RAILROAD.—
FALL ARKANGEMENT.
The Trains of the Fennsylvania Central Railroad leave the Lepot at Thirty-first and Market streets, which is reached directly by the cars of the Market Street Passenger Railway. Those of the Chesnut and Walnut Streets Railway in within one square of it.
On Sundays—The Market Street cars leave Eleventh and Walnut St. 45 minutes before the dear introduced as the Train.

Raliway. Those of the Chesnut and Wainut Streets Raliway inn within one square of it.

On sundays—The Market Street cars leave Eleventh and Market Str. 45 minutes before the departure of each Train. Mann's Bas gage Express will east for and deliver Baggage at the Depot. Orders left at the Office, No. 631 Chesnut street, will receive attention.

Day Express.

Day Express leaves daily, except Saturday.

Philadelphia Express leaves daily, except Saturday.

Philadelphia Express leaves daily. All other trains daily, except Sunday.

Passengers by Day Express go to Walliamsport without change of cars, and arrive at Lock Haven at \$10.9. M.

Passengers by Day Express go to Carlisic and Chambers-burg without change of cars.

Sleoping Car Tickets can be had on application at the Ticket Office. No. 631 Cheanut street.

Cretinal Express.

Day Express.

Day

will be at the lisk of the owner, unless taken by special contract. For further information, apply to JOHN C. ALLEN, Ticket Agent, No. 631 Chesnut St., Santuel H. Wallace, licket Agent, at the Depot. An Emigrant Train runs daily (except Sunday). For full particulars as to fare and accommodations, apply to 312 FRANCIS FUNK, No. 187 DOCK Street. DHILADELPHIA, GERMANTOWN, AND NORBIS OWN RAILROAD.
OR and after THURSDAY, November 1, 1866, until fur-

On and after THURSDAY, November 1, 1866, until further notice.

FOR GERMANTOWN.

Leave Philadelphia 6, 7, 8, 9, 10, 11, 12 A. M., 1, 2, 3 M., 16, 4, 6, 6, 6, 10, 7, 8, 9, 10, 11, 12 P. M.

Leave Germantown 6, 7, 734, 8, 8, 20, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 44, 6, 6, 2, 7, 8, 9, 10, 11 P. M.

The 8, 22 down train, and 32 and 52 up trains will not stop on the Germantown Branch

ON SUNDAYS.

Leave Philadelphia 9 M. A. M., 2, 7, and 10 M. P. M.

CHENNUT HILL BALLROAD

Leave Philadelphia 6, 8, 10, 12 A. M., 2, 32, 53, 7, 9, and 11 P. M.

Leave Chesnut Hill 7-10 minutes, 8, 3, 40, 11, 40 A. M.

140, 3, 41, 5, 40, 6, 40, 8, 40, and 10, 40 minutes P. M.

CN SUNDAYS.

Leave Philadelphia 9 M. minutes A. M., 2 and 7 P. M.

Leave Philadelphia 9 '4 minutes A. M., 2 and 7 P. M. Leave Chesnut Hill 7:50 minutes A. M., 12:40, 5:40, and

Leave Chesnut Hill 7:50 minutes A. M., 12:40, 5:40, and 3:25 minutes P. M.
FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia 6, 8:35 11:65, minutes A. M., 1½, 3, 1½, 5½, 6½, 8:05 minutes, and 11½ P. M.
Leave Norristown 5:40, 7, 7:50 minutes, 3, 11 A. M., 1½, 1½, 6½, 6½, and 8 P. M.
The 6½ P. M. train will stop at Falls. School Lane, Wisshicken, Manayunk, Spring Mills, and Conshohocken only.
ON SUNDAYS.
Leave Philadelphia 9 A. M., 2½ and 6½ P. M.
Leave Norristown 7 A. M., 5 and 8½ P. M.
FOR MANAYUNK.
Leave Philadelphia 6, 8:35, 11:56 minutes A. M., 1½, 1½, 5½, 5½, 8:25, and 11½ P. M.
Leave Manayunk 6:10, 7½, 8:20, 9½, 11½ A. M., 2, 5, 6½, 8½ F. M.

Leave Manayung 6-10,772

5% P. M.

ON SUNDAYS,

Leave Philadelphia 9 A. M., 1% and 6% P. M.

Leave Manayung 7% A. M., 5% and 9 P. M.

W. S. Wilson, General Superintendent,

Derot NINTH and GREEN Streets,

Freight must be delivered before \$4\(\frac{1}{2}\) o'clock, to be forwarded the same of the same and amboy and connecting Railroads. INCREASED DESPATCH.

THE CAMDEN SAD 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 \$4\(\frac{1}{2}\) 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.

Freightiot Treaton, Princeton, Kingston, New Bruns-Returning, the above lines will leave New York at 12 noon, and a and 6 P. M.
Freighter Treaton, Princeton, Kinyston, New Brunswick, at d all points on the Campen and Amboy Raliroad; also, on the Belvidere, Delaware, and Flemmaton, the New Jersey, the F echoid and Jamesburg, and the Burnington and Mount Holly Raliroads, received and forwarded up to 1 P. M.

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

The New Jersey Raliroad connects at Elizabeth with the New Jersey Central Raliread, and at Newark with the Morriss of Essex Raliroad.

A slip memoranaum, specifying the marks and numbers, shippers and consigners, must, in every instance, be sent win 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 slidpment. For terms, or other intermation, apply to WALTER FREEMAN, Freight Agent, No. 226 S. DELAWARE Avenue, Philadelphia.

O12 ARCH STREET.—GAS FIXTURES CHANDELIERS, BRODZE STATUARY, ETO.—VANEIRK & 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 WARFS. Those wiehing 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.—Sofied or tarnushed fixtures refusished with special care and at reasonable prices.

VANKIRK & CO DRIVY WELLS-OWNERS OF PROPERTY-

The only place to get Privy Wells cleaned and d so niected at very low prices

A. PEYSON,

Manufacturer of Poudrette

F105 GOLDSMITHS HALL, L BEABY Street

PER A DING BAIL BOAD
FROM FULLADELPHA TO THE INTERIOR OF
PENNSTLVANIA, THE SCHUYLELL, BURGUEHANDA, CUMBERLAND AND WYOMING VALLEYS, THE NORTH, NORTHWEST, AND THE
CANADAS,
WINTER ARRANGEMENT OF PASSENGER TRAINS,
UNITER ARRANGEMENT OF PASSENGER TRAINS,
CALLOWHILL SUSSEL, Palladelphia, at the following
hours:

RAILROAD LINES.

Leaving the Company's Depot. at THISTENTH and CALLOW HILL Streets, Philadelphia, at the following hours:—

MORNING ACCOMMODATION,
At 7:20 A. M., for Reading and distinctiate Stations.
Returning, leaves Reading at 6:30 P. M., arriving Philadelphia at 9:0 P. M.

At S:16 A. M., for Reading, Lebanon, Harrisburg, Postsville, Emegrove, Tamaqua, Santhury, Williamsperi, Elmira, Mcchester, Binggaia Falls, Buffalo, Alentown, Wilkesbarie, Pintston, York, Carliste, Chambersburg, Hagerstown, etc. etc.

This train connects at READING with East Pennsylvania Railread trains for Adantown, etc., and the Lebanos Valley train for Harrisburg, etc., at PORT O: INTON with Catawissa Railread frains for Williamsburg, Lock Haven, Elmira, etc.; at HARRISBURG with Morthers Contral Comperiand Valley, and Schrylkill and Susquestions, Pincarove etc.

AF: ERNOON EXPRESS
Leaves Philadelphia at 8:30 P. M., for Reading Pottaville, Harrisburg, etc., connect by with Reading and Columbia Railread trains for Columbia, etc.
READING ACCOMMODATION
Leaves Reading at 6:30 A. M., stopping at all way eta-tions, arriving at Philadelphia at 9:40 A. M., Renuming, leaves rhiladelphia at 9:40 A. M., and Pottsville at 8:45 A. M., arriving in Philadelphia at 10 P. M., for Deville at 2:45 F. M., arriving in Philadelphia at 6:40 P. M., P.U. Sville at 2:45 F. M., arriving in Philadelphia at 6:40 P. M., Harrisburg at 4:10 P. M., P.U. Sville at 2:45 F. M., arriving in Philadelphia at 6:40 P. M.

HARRISBUAG ACCOMMODATION
Leaves Reading at 7:50 A. M., and Harrisburg at 4:10 P. M., P.U. Sville at 2:45 F. M., arriving in Philadelphia at 6:40 P. M.

6 46 P.M. HARRISBULG ACCOMMODATION
Leaves Reading at 7 to A. M., and Harrisburg at 4 to P.
M. Connecting at Reading with Afternoon Accommodation south at 6 50 P. M., arriving in Philadelpaia at 9 18
P. M.

Amon south at 6 30 P. M., arriving in Finiadelphia at 9 B. M.

Market train, with passenger car attached, leaves Philadelphia at 12 46 noon for Reading and all way stations.

Leaves Reading at 11:30 A. M., and Downingtown at 12 37 P. M., for Philadelphia and all way stations.

All the above trains run daily, sundays excepted. Sunday trains leave Portsylle at 2:30 A. M., and Philadelphia at 3 15 P. M. Leave Philadelphia for Reading at 8 50 A. M., returning from heading at 4 25 P. M.

CHESTEE VALLEY RAILROAD.

Passengers for Downington 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.

Phila delphia, returning from Downlogtown at 700 A. M. and 1200 noon.

NEW YORK EXPRESS FOR PITTSBURG AND THE Leaves New York at 7 and 9 A. M. and 8 90 P. M., passing Reading at 105 and 11 58 A. M. and 148 P. M., and connecting at Harrisburg with Fennsylvania and Northern Central Raitrond expless trains for Pittsburg, Chicago Wilhamsport, Eindra, Balumore, etc.

Returning, express train leaves Harrisburg on arrival of the Pennsylvania express from Pittsburg, at 3 and 9 56 A. M., and 9 10 P. M., passing Reading at 4-39 and 10-52 A. M., and 2-45 P. M. Sicoping cars accompany these trains through between Jersey City and Pittsburg, without change.

and 245 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg, without change.

A mail train for New York leaves Harrisburg at 210 P. M. Mail train for Herrisburg leaves New York at 12 M. Schuylkill. Valley Rail Road.

Trains leave Poth-ville at 7 and 11-20 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 Anburn 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. and from Tremont at 7-35 A. M. and 5-25 P. M. and from Tremont at 7-35 A. M. and 5-25 P. M. and from Tremont at 7-35 A. M. and 5-25 P. M. and from Tremont at 7-35 A. M. and 5-25 P. M. and from Tremont at 7-35 A. M. and 5-25 P. M. and from Tremont at 7-35 A. M. and 5-25 P. M. and from Tremont at 7-35 A. M. and 5-25 P. M. and from Tremont at 7-35 A. M. and 5-25 P. M. and from Tremont at 7-35 A. M. and 5-25 P. M. and from Tremont at 7-35 A. M. and 5-25 P. M. and from Tremont at 7-35 A. M. and 5-25 P. M. and from Tremont at 7-35 A. M. and 5-25 P. M. and from Tremont at 7-35 A. M. and 5-25 P. M. and from Tremont at 7-35 A. M. and 5-25 P. M. and from Tremont at 7-35 A. M. and 5-25 P. M. and from Tremont at 7-35 A. M. and 5-25 P. M. and from Tremont at 7-35 A. M. and 5-25 P. M. and from Tremont at 7-35 A. M. and from

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 58 A. M., 12:45 noon, and 6 P. M., for Resolng, Lebanon, Harrisburg, Potteville, Port Clinton, and all points forward.

Close at the Philadelphia Fost Office for all places on the road and its branches at 5 A. M., and for the principal tations only at 3:15 P. M.

FOR NEW YORK. THE CAMDEN AND Amboy and Philadelphia and Trenten Railroad Com. pany's Lines.
FROM PHILADELPHIA TO NEW YORK and Way Places At 8 A M., via Camden and Jersey City Express. 300
At 2 P. M., via Camden and Amboy Express. 300
At 6 P. M., via Camden and Amboy Accommodation
and Emigrant is class.

and Emigrant, 2d class. 1-38
At S.A. M., 2 and 5 P. M., for Mount Holly, Ewansville,
Pen.berton, and Vincentown. At 5 A. M. and 2 P. M.
for Freehold. Pemberton, and Vincentown. At 5 A. M. and 2 P. M. for Freshold.

At 5 and 10 A. M., 12 M., 4, 5, 6, and 11 30 P. M. for Fish House, Falmyra, Riverton, Progress, Deisneo, Beverly, Edgewater, Builingen. Florence, Bordentown, etc. The 10 A. M. and 4 P. M. lines run direct through to Tranton. LINES TRUM KENSINGTON DEPOT WILL LEAVE At 11 A. M., 450, 545 P. M., and 12 P. M. (Night), via Kensington and Jersey City Express Lines, fore \$3.00. The 6 45 P. M. Line will run daily. All others Sundays excepted.

The 6 45 P. M. Line will run daily. All others Sundays excepted.

At 7:35 and 11 A. M., 3, 4:30, 5, and 6:45 P. M. and Midnight, for Bristol, Trenton, etc.

At 7:36 and 11 A. M., 12 M., 3, 4, 5, and 6: P. M., for Cornight, for Bristol, Tenton, etc.

At 7 and 10:16 A. M., 12 M., 3, 4, 5, and 6: P. M., for Cornwell's, Torresdale, Homesburg, Tacony, Wissimoning, Ericesburg, and Frankford, and at 10:16 A. M., for Bristol, Schenck's, Eddington, and 8: P. M., for Holmesburg and intermediate stations.

At 7:30 A. M. and 3:30 F. M., for Niagara Falls, Buffalo, Bunkirk, Canandaleus, Elmira, Ithaca, Owege, Rochester, Bunkemton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Beranton, Strondsburg, Water Cap, Belvidere, Easton, Lambertville, Flemington, etc. The 3:30 F. 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. NORTH PENNSYLVANIA RAILROAD.

NORTH PENNSYLVANIA RAILROAD,—
Depot. THIRD Street, above Thompson.
For BETHLEHEM, DOYLESTOWN, MAUCH CHUNK,
EASTON, WILLIAMSPORT, and WILKESBARRE.
At 7-80 A. M. (Express), for Bethlehem, Allentown,
Mauch Chunk, Hazileton, Williamsport, and Wilkesbarre.
At 3-30 P. M. (Express) for Bethlehem, Easton, etc.,
reaching Easton at 6 40 P. M.
At 5-15 P. M., for Bethlehem, Allentown, Mauch Chunk.
For Poylestown at 8-35 A. M., 230 and 4-15 P. M.
For Enasdale 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 Bethieliem at 6 10 A. M., 3 15 and 5 20 P. M.
Leave Lanscare at 6 00 A. M., 3 15 and 5 20 P. M.
Leave Lanscare at 6 00 A. M.
Leave Fort Washington at 10 50 A. M., and 2 15 P. M.
Philadelphia for Bethlehem at 9 A. M.
Philadelphia for Doylestown at 2 20 P. M.
Doylestown for Philadelphia at 7 20 A. M.
Bethiehem for Philadelphia at 7 20 A. M.
Through Tickets must be procured at the ticket offices,
THIS D. Street or BEEKS Street.

5 21

ELLIS CLARK, Agent.

1866 -PHILADELPHIA AND ERIE RAILern and Northwest Counties of Fennsylvania to the City
of Eric on Lake Eric. It has been leased and is operated
by the Fennsylvania Railroad Company.

Time of PASSENGER TRAINS AT PHILADELPHIA.
Arrive Esstward—Eric Mail Train, 7 A. M.; Eric Express
Train, 1 P. M.
Leave Wastward—Eric Mail, 9 P. M.; Eric Express
Train, 12 M.
Passenger cars run through on the Eric Mail and Express
train, 5 DM.

Passenger cars run through on the Eric Mall and Express
traus both ways between Philadelphia and Eric.

NEW YORK CONNECTION.

Leave New York at 9 a. M., arrive at Eric 9 30 A. M.
Leave Eric at 445 P. M., arrive at New York 410 P. M.

I legant Sleeping Cars on all the night trains.

For information respecting passenger business, apply at comer THERTETH and MARKET Streets, Phils.

And for freight business, of the Company's Agents, S. B.

Kingston, Jr., corner Thirteenth and Market streets,

Philadelphila; J. W. Reynolds, Eric; William Brown,

Agent N. C. E. R., Hallmore.

H. H. HOUSTON, General Freight Agent, Phila.

A. L. TYLER, General Sup., Williamsport.

YALEST JERSEY RAILROAD, LINES, EPOME

A. L. TYLER, General Sup., Williamsport.

VEST JERSEY RAILROAD LINES, FROM foot of Market Street (Upper Ferry), commencing MONDAY, reptember 24, 1869.

LEAVE PHILADELPHIA AS FOLLOWS:—
For Bridgeton, relem, Milyille, and all intermediate stations, at 8 a M. Mail, 3 20 P. M., Passenger.
For Woodbry, S. A. M., 330 and 6 P. M.
For Cape May, at 8 30 P. M.
RETURNING TRAINS LEAVE
Woodbury at 7 15 and 8 40 A. M., and 4 50 P. M.
Bridgeton at 7 55 A. M., and 3 30 P. M. Freight, 5 30 P. M.
Salem at 6 50 A. M. and 3 05 P. M. Freight, 5 40 P. M.
Milville at 6 50 A. M. and 3 30 P. M. Freight, 5 40 P. M.
Cape May at 11 45 A. M., Passenger and Freight.
Freight will be received at Second Covered Wharf below Walnut street, from 200 A. M. antil 500 P. M.
That reactived before 7 60 A. M. will passyonath the same day.
Preith Delivery, No. 278 S. 17 LAWARE Avenue.

5 25 J. VAN BENSSELLEE, Superintendent.

a pageon in the state of the st A TOTAL CONTRACTOR OF THE PROPERTY OF THE PROP