New York, November 20.—The election is hardly over before the political quidnines begin to discuss the Scintorial question. Among the candidates are General Martindale, Senator Folger, Ira Harris, the present incumbent, and the editor of the New York Tribune. Though I have named him last, Horace Greeley is the foremost picture on the Senatorial canvas. Since the celebrated firm of Weed,

Seward, and Greeley dissolved political partnership, owing to the dissatisfaction of the honest partner in that nrm, Horace Greeley, it has teen commonly supposed that air, Greeley had no chance whatever for office in New York. And nothing is more certain than that be never asked for any office in the gift of the people. And I am not sure that he had not ceased to expect office; for the writer of this well remembers, when dining at Delmonico's with him, on the evening of the 22d of last February, that the philosopher of the 2rdone distinctly declared that the only aspirations he had left for political preferent would be fully gratified by a seat as delegate in the approaching Constitutional Convention for New York. And in the Tribune of yesterday Horace Greeley, in a characteristic letter, declares that no man is subproposed to "bore or declares that no man is authorized to "bore or buttonhole" any other man in advocating his claims to a seat in the Senate. This is in perfect accord with Mr. Greeley's whole political

There is a naivele about him which is perfectly charming, when it is remembered that the best part of his life has been spent in the strifes and rivalries of New York politics, of which William H. Seward and Henry J. Raymond have been shining lights.

Apropos of the 22d of February, I distinctly remember Mr. Greeley's prediction that nothing was more certain than the defeat of the Andrew Johnson-Seward coalition, which for the first time stalked before the public on the evening of that memorable day when Andrew Johnson "spoke his piece," in which he dignified Tasd. Stevens and Charles Sumner by calling them "traitors at the other end of the line." And on the same evening Mr. Seward, at the Cooper Institute, reiterated his prediction that some Cabinet Ministers, and even the President, might be washed overboard, but that the ship of state would be saved. The venerable Secretary was right.

At least one President and one Secretary of State have been washed overboard, and never did the ship of state so bravely flaunt the Stars and Stripes at the masthead, or more gallantly breast the waves as we near that port where liberty shall be universal-where equal laws shall exist side by side with equal rights; and, as Tennyson says:-

"Fure law commeasures perfect freedom."

But we will return to our mutton. Greeley ought to be Senator. No man has, since the days of the Fathers, been truer to an idea—and that idea embracing the very foundation-stones of the republic-than Horace Greeley. His battle against the South has always been a fight for the rights of the many against the tyranny of the few.

Nothing can prevent Mr. Greeley's election.

unless the cry should be raised that the West is entitled to the Senator as against the East—the old cry of political selfishness, with the faintest foundation possible in equity. In times like these we want our great men in the National Council, to take the place of those

"Simple great ones Gone forever and forever by."

What difference does it make if Mr. Greeley happens to live in Westchester county, and Senator Harris comes from the West, and the West gives the big majorities? Let it be remembered that Mr. Greeley belongs to that class of statesmen who were born for the universe, and who never did give up for a party what was "meant tor mankind." If Horace Greeley is the man for the place (and an honest man I think he is), in Heaven's name put him there, in spite of the vulgar bargaining of political sel-fishness, or the clamor of Wall street! Even Raymond comes out to-day with a most

gracetul mention of Horace Greeley's claims for the Senate, a very proper return for Mr. Greeley's welcome, when Mr. Raymond ceased to eat "the husks which the Democratic swine did eat."

I met yesterday, Major-General Francis W. Barlow, Secretary of State of New York. He is a young gentleman of thirty winters, a brave soldier and a high-toned statesman. He won his spurs at Antietam, and came home to win political laurels in the campaign against General Slocum. General Barlow had just returned from a day or two with your excellent Mayor, Mr. McM.chael, and his son He thinks your Mayor (who I beheve is now at home) is a man of rare culture and of most genial manners.

The Mistortunes of Three Ballet Girls. To the Editor of the New York Heraid:-Knowing the interest you take in all that condrama and its professors, no matter low humble, we venture to address you on a patter that affects us nearly. At present we are but humble members of the theatre, but even we have our rights, which we believe to have been deliberately invaded. We are three English girls, members of the corps de battet at Wheatley's theatre, and are at present appear-

ing nightly in the bullet.

In the early part of the present year Messrs.

Jarrett and Paimer, who were then in England, invited us to proceed to New York, and offered us respectively salaries of £3 per week. On naking out our agreement, knowing our utter gnorance of the true value of American money, nstead of inserting "three pounds sterling," as they distinctly promised us, they inserted the amount \$15, which is the sum we are now receiving weekly; and which, in spite of repeated and earnest solicitations, they insist on paying us. On our arrival in New York we found that it takes \$7 in greenbacks to make an English sovereign, and although we are in justice and bonor bound to receive \$21 (having solemnly been promised the value of £3), we continue to receive but \$15. It is a well-known fact that Messrs. Jarrett and Palmer are clearing a large sum weekly by their share in the theatre, and seems a hard case that we three girls, with no other resources to depend on save and except the salary produced by our daucing, should each have to lose weekly \$0, and we think it most unworthy on the part of Jarrett and Palmer to delude young girls from their homes in England by false representations as to the relative value of money. The \$15 we are now receiving amount to about

£2 4s., a very little more than our salary was in England, and it is not likely that we would cross the ocean and make a journey of over three thousand miles to better ourselves a few shillings per week. When Jacrett and Palmer engaged us they knew perfectly well that five dolisrs did not represent a sovereign, but they repeatedly assured us that the two amounts were equal.

At the present rate of living in New York, what with high rents and the dearness of provisions, this difference of \$6 a week would purchase us many little comforts. As to saving anything out of our present salary, that is entirely out of the question. In making their engagements Jarrett and Paimer were careful not to inform us that the cost of living was dearer in New York than in England. Here again they bene-

ited by our inexperience.

We are very sorry. Mr. Editor, to have to be compelled to appeal to the public press to make our voices beard; but will you argue our claim with the Crook-ed speculators of the corps de ballet? Winter is fast approaching. The extra money to which we are entitled would purchase us some warm clothing, of which we are sorely n need. As we said before, we depend wholly and solely upon our salaries; and if you can ware us the humiliation of having to piedge our little finery and bits of jewelry that we brought with us from England, we shall indeed

Jarrett and Palmer, secure in their prosperity may reply that they are fulfilling their contract by paying us \$15 a week. Our reply is that we

were told by these men that \$15 was the same as £3. We now know that our just salary is \$21 ourrency, and with nothing short of this will ELISE BUBLINGHAM, we be content. ANNIE P. COOKE, BOSE RYAN.

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Will be sold at Public Auction, at FORTRESS MONROE, Old Point comfort, Virginia, On THURSDAY, 22d day of November, 1866, at 10 o'clock A. M., a arge quantity of stores consisting in part, of the 26 Field and Siege Cannon, cast iron, of various calibres.
51,070 Shot, Shells and Spherical Case for Smooth

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70 Merrit's Carbines, new and repaired.
800 Enfield Rifled Muskets, Cat. 577.
26 Henry's and Spencer's Repeating R fles.
500 Foreign Rifles, "Austrian," Cal. 54.
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Cal 36 1069 Cava'ry and Artillery Sabres. 211 Swords, Musician's and non-Commissioned Fourteen days will be allowed for the removal of

Terms of sale-Cash. sale—Cash,
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WASHINGTON CITY, November 9, 1868.

SALE OF NAVY POWDERS.

There will be so d at Public Auction to the highest bidders, at noon, WEDNESDAY. 28th day of November, 1866, in the Office of the Inspector of Orchalce, New York Navy Yard, about two thousand (2000) barrels of POWDER, composed of serviceable and unserviceable.

The Lowder will be sold by sample, in lots to suit purchasers.

purcha-ers.
Terms-One-half cash, in Government funds, to te deposited on the conclusion of the sale, and the remainder within ten days afterwards, during which time the powders must be removed by the purchasers, otherwise they will revert to the Government. Purchasers will be required to furnish their own packages where the powder is not in barrels.

PROPOSALS

H. A. WISE, Chief of Bureau.

DROPOSALS FOR RATIONS.

QUARTERMASTER'S OFFICE. UNITED STATES MARINE CORPS, ASHINGTON, D. C., OCIODER 19, 1866 WASHIGGTON, D. C., October 19, 1898)
Scaled Proposals will be received at this office until 2 o'clock if. M. of TUESDAY, the 27th day of November next, for furnishing rations to the United States Marines at the following stations, from January 1, 1867, to July 30, 1868, viz.:—
1 OKTSMOUTH, New Hampshire.
CHARLESTOW N. Massachusetts.
BROOKLYN, New York.
Frilladel Phia, Pennsylvania.
WASHINGTON CHY, District of Columbia.
GOSI ORL. near Notiouk, Virginia.

GOSTORI, near Noticik, Virginia. MOUND CITY, Inincis. FENSACOLA. Florida

Each ration to consist of three-fourths of a pound of pork or bacon, or one and a lourt; pound or fresh or saf peet; eighteen ounces of bread or flour, or twelve ounces of hard pread, or one and a tourth pound or corn meal; and at the rate to our hundred rations of eight quarts of beans; or, in her thereof, ten pounds of rice; or, in lieu thereof, wice per week, one bundred and lifty ounces of dessicated potatoes, and one hundred ounces of mixed vege-tables; ien pounds of coffee; or, in lieu thereot, one and a nail pound of tea: fitteen pounds of sugar four quarts of vinegar; one bound of sporm candles or one and one-fourth of adamantine candles, or one and one-half yound of tallow; four pounds of

soap; and two quarts or salt.

The rations are to be denvered upon the order of the commanding officer of each station; the fresh beet, either in bu k or by the sing e ration, of good quality, with an equal portion of hind and fore quarters, necks and kidney fallow excluded; the pork No. I prime mess pork; the flour, known as extra superfine in the market of the place where the station is located; the collee, good Rio; the sugar, good New Orleans, or its equivalent; and the beans, v. negar, cancles, soap, sait, etc., to be of good An subject to inspection.

All bids must be accompanied by the followin The undersigned —, of —, in the State of —, and —, of —, in the State of —, hereby guar antee that in case the foregoing bid of —, for rations as above described be accepted, he or they will, within ten days of the receipt of the contrac will, within ten days of the receipt of the contract of the post office named, execute the contract for the same, with good and sufficient securities; and in case the said — suall fail to enter into contract as aforesaid, we guarantee to make good the difference between the offer of the said — and that which may be accepted.

Witness:

Witness:

I hereby certify that the above-named — are known to me as men of property, and able to make sood their guarantee.

To be signed by the United States District Judge, United States District Attorney, or Collector.
No proposals will be considered unless accompanied by the above guarantee.

Newspapers authorized to publish the above will send the paper containing the first insection to this office for examination. Proposals to be endorsed "Proposals for Rations, and addressed to the undersigned. WILLIAM B. SLACK, Major and Quartermaster

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At 8:15 A. M., for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamagna, Sunbury, Williamsport, Elmira, Rochester, Singera Falls, Buffalo, &Lentown, Wilkesbarre, Pittston, York, Carlisie, Chambersburg, lingerstown, etc. etc.

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Leaves Philacelphia at 3:30 F. M., for Reading Potts-ville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc.

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Leaves Beacing 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 7-30 P. M.

Trains for Philadelphia leave Harrisburg at 8-10 A. M., and Pottaville at 8-45 A. M., arriving in Philadelphia at 1-60 P. M. Afternoon trains leave Harrisburg at 2-10 P.

M., Pottsville at 2-45 P. M., arriving in Philadelphia at 6-40 P. M.,

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HABRISBUEG ACCOMMODATION
Leaves Reading at 730 A. M., and Harrisburg at 410 P.
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Market train, with passenger car attached, leaves Philadelphis at 12:45 noon for Reading and all way stations.

Leaves Reading at 11:30 A. M., and Downingtown at 12:35
P. M., for Philadelphis and all way stations.

All the above trains run daily, sundays excepted.

Bunday frains leave Pottsville at 8:00 A. M., and Philadelphis at 3:15 P. M. Leave Philadelphis for Reading at 8:00 A. M., returning from Reading at 4:25 P. M.

CHESTER VALLEY RAILEOAD.

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.

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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 148 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Hailroad express trains for Pittsburg, Chicago Wilhamsport, Eimira, 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 9:15 P. M., passing Reading at 4:49 and 10:52 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. Schuylkhill Valley Railroad.

Trains leave Potteville at 7 and 11:50 A. M., and 7:15 P. M., returning from Tamaqua at 7:50 A. M., and 1:40 and 4:15 P. M.

SCHUYLKHIL AND SUSQUEHANNA RAILROAD.

Trains leave Auburn at 7:50 A. M., for Pinegrove and Barrisburg, and 1:50 P. M. for Pinegrove and Barrisburg, and 1:50 P. M. for Pinegrove and Sarrisburg.

SCHUYLKILL AND SUSQUEHANNA RAILROAD. Trains leave Aubura at 750 A. M. for Finegrove and Barrisburg, and 150 P. M. for Finegrove and Trement, returning from Harrisburg at 3-20 P. M., and from Tremont at 7-30 A. M. and 5-25 P. M., and from Tremont at 7-30 A. M. and 5-25 P. M., and from Tremont at 7-30 A. M. and 5-25 P. M., and from Tremont at 7-30 A. M. and 5-25 P. M., and from Tremont at 7-30 A. M. and 5-25 P. M., and from Tremont at 7-30 A. M. and 5-25 P. M., and from Tremont at 7-30 A. M. and 5-25 P. M., and from Tremont at 7-30 A. M. and 5-25 P. M., and from Tremont at 7-30 A. M. and 5-25 P. M., and from Tremont at 7-30 A. M. and 5-25 P. M., and from State and M. and 5-25 P. M. and from State and M. and State

amilies and firms.
MILEAGE TICKETS.
Good for 2000 miles between all points, \$52.50 each, for

Good for 2000 miles between all points, \$52.50 each, for families and firms

SEASON TICKETS.

For three, six, nins, 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 lare.

EXCURSION TICKETS

From Philadelphia to principal stations, good for Baturday, Sunday, and Monday, at reduced fare, to be had only at the Ticket office, at THIRTEENTH and CALLOWHILL Streets.

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 35 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 tations only at 5 15 P. M.

FREIGHT.

FREIGHT LINES FOR NEW YORK AND A all the Stations on the CAMDEN and AMBOY and connecting Bailroads. INCREASED DESPATCH.

THE CAMDEN AND AMBOY RAILROAD AND TRANSFORTATION COMPANY FREIGHT LINES for New York will leave WALNUT Street Wharf at 6 clock F. M oaily (Sundays excepted).

Freight must be delivered before 4½ o'clock, to be forwarded the same day.

o clock P. M. dally (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 1½ neon, and 4 and 6 P. M.
Freight for Trebton, Princeton, Kingston, New Brunswick, and all points on the Camden and Amboy Raliroad; also, on the Belvidere, Delaware, and Flemington, the New Jersey, the Fleshold and Jamesburg, and the Burlington and Mount Holly Kaliroads, received and forwarded up to 1 P. M.
The Belvidere Delaware Raliroad connects at Phillipsburg with the Lehigh Valley Raliroad, and at Manuniachunk with all points on the Delaware, Lackewanna, and Western Faincad, forwarding to Syracuse, Builalo and other points in western New York.
The New Jersey Raliroad connects at Elizabeth with the Morris and Essex Raliroad
A sith memoraneum, 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 stoca. Drovers are invited to try the route. When stock is furnished mountains. N. B.—Increased facilities have been made for the transportation of live stoca. Drovers are invited to try the route. When stock is furnished in quantities of two carriads or more, it will be delivered at the foot of Fortieth aircet, 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, Phils deiphia.

NORTH PENNSYLVANIA RAILROAD. Depot, THIRD Street, above Thompson.

For BETHLEHEM, DOYLESTOWN, MAUCH CHUNK, FASION, WILLIAMSPORT, and WILKESBARRE.

At 7:20 A. M. (Express), for Bethlehem, Adentown, blauch Chunk, Haxleton, Williamsport, and Wilkesbarre.

At 3:30 P. M. (Express) for Bethlehem, Easton, etc., reaching Easton at 6:40 P. M.

eaching Easton at 6 40 P. M.
At 515 P. M., for Bethleham, Allentown, Manch Chunk
For Deylestown at 825 A. M., 230 and 445 P. M.
For Fort Washington at 10 A. M. and 11 P. M.
For Langdeis at 0 15 P. M.
White cars of the Second and Third Streets Line City
Passenger Cars run direct to the capot.
TRAINS FOR FIRITADELPHIA.
Leave Bethlehem at 625 A. M. and 1225 Noon, and 645
M. M. Leave Doy estown at 640 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. ON SUNDAYS.

Philadelphia for Beihiehem at 9 A. M.
Philadelphia for Doylestown at 2:30 P. M.
Doylestown for Philadelphia at 7:20 A. M.
Bethlehem for Philadelphia at 4:20 P. M.
Through Tickets must be procured at the ticket offices,
THIAD Street or BERKS Street.

5:21

ELLIS CLARK, Agont.

1866. PHILADELPHIA AND ERIE RAIL-ern 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.; Eric Express Tran. 1 P. M. Leave Wastward-Erie Mail, 9 P. M.; Erie Express

Leave Westward-Erie Mail, 9 P. M.; Erie Express
Train, 12 M.
Passenger cars run through on the Erie Mail and Express
tra us both ways between Philadelphia and Erie.
NEW YORK CONNECTION.
Leave New Fork at 9 A. M., strive at Erie 9 30 A. M.
Leave Erie at 4 45 P. M., arrive at New York 4 10 P. M.
Leave Erie at 4 45 P. M., arrive at New York 4 10 P. M.
Leave Erie at 4 45 P. M., arrive at New York 4 10 P. M.
Leave Erie at 4 45 P. M., arrive at New York 4 10 P. M.
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Leave Erie at 4 45 P. M., arrive at New York 4 10 P. M.
Leave Erie at 4 45 P. M., arrive at New York 4 10 P. M.
Leave Erie at 4 45 P. M., arrive at New York 4 10 P. M.
Leave Erie at 4 45 P. M., arrive at Reine A. M.
Leave Erie at 4 45 P. M., arrive at Reine B.
Leave Erie at 4 45 P. M., arrive at Reine B.
Leave Erie at 4 45 P. M., arrive at Reine B.
Leave Erie at A. M., arrive at Reine B.
Leave Erie at A. M., arrive at Reine B.
Leave Erie at A. M., arrive at Reine B.
Leave Erie at A. M., arrive at Reine B.
Leave Erie at A. M., arrive at Reine B.
Leave Erie at A. M., arrive at Reine B.
Leave Erie at A. M., arrive at Reine B.
Leave Erie at A. M., arrive at Reine B.
Leave Erie at A.

EST JERSEY RAILROAD LINES, FROM foot of MARKET Street (Upper Ferry), commonDAY, September 24, 1866. LEAVE PHILADELPHIA AS FOLLOWS:—

LEAVE PHILADELPHIA AS FOLLOWS:

LEAVE PHILADELPHIA AS FOLLOWS:

For Bridgeton, balem, Milwille, and all intermediate stations, at 8 A M. Mail., 3 30 P. M., Passenger,

For Woodbury, 8 A. M., 5 30 and 6 P. M.

For Cape May, at 3 30 P. M.

RETURNING TBAINS LEAVE

Woodbury at 7 15 and 8 40 A. M., and 4 54 P. M.

Bridgeton at 7 05 A. M., and 2 05 P. M. Freight, 5 45 P. M.

Milwille at 6 55 A. M., and 2 05 P. M. Freight, 6 10 P. M.

Cape May at 11 5 A. M., Passenger and Freight

Freight will be received at Second Covered Wharf below Walnut street, from 200 A. M. until 5 00 P. M.

That received before 7 10 A. M. will go through the same day.

Freight Delivery, No. 228 S. DVLAWARE Avenue.

9 25 J. VAN BENSSELAEE, Separintendent.

RAILROAD LINES.

THILADELPHIA, WILMINGTON AND BAL
TIMOER HARLINGTON AND BAL
Commencing TOPEDAY, Job C. 1988. Trisins will
leave Depot, corner of BEOAD Street and WASHINGTON
Avenue, as follows:—
Express Train at 410 A. M. (Mondays excepted), for
Baltimore and Washington, atom; in a Chester and Espress Train at 4-15 A. M. (Nobriays excepted), for Baltimore and Washington, stopping at Chaster, Wilmington, Sewark, Elhton, Kortheast, Perryville, Havra-de-Grace, Aberdeen, Perryman'a, Magnolia, Chaster and Stummer's Run.

Way Mail Train at 8-16 A. M. (Sundars excepted), for Baltimore, stopping at all regular stations between Philadelphia and Baltimore.

Delay at a Railroad Train at 9 A. M. (Sundars excepted), for Chastelphia and Intermediate analysis. Delaware Railroad Train at 9 A. M. (Sandays excepted), for Grissield and intermediate stations

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

Express Train at 3 F. M. (Sundays excepted), for Baltimore and Washington, stopping at obesier, Claymout, Wilmington, Newark, Elkton, Northeast, Perryville, Havre-6e-Grace, Aberdeen, Perryvana's, Edgewood, Magnolia, Chase's and Stemmer's Run.

Bight Express at 11 P. M., for Baltimore and Washington. Cotnects at Wilmington with Delaware Railroad Inc. (Baturdays excepted), stopping at Middletown, Smyrns, Harrington, Seatord, Salisbury, Princess Anne, and connecting at Crisneld with Boat for Norfolk, Portsmouth, and the South.

Passengers by Boat from Ballmore for Fortress Mon-

e South.

Passengers by Boat from Bal imore for Fortress Mone, Norfolk, City Foint, and Richmond, will take the II 45 A. M. train.
WILMINGTON ACCOMMODATION TRAINS.
Stopping at all Stations between Philadelphia and Wa-Stopping at all Stations between Philadelphia and Wilmington.

Leave Philadelphia at P.A.M., 12:30, 4:30, 6, and 11:30 P
M. The 4:30 P.M. train connects with Delaware Railroad
for Milford and intermediate stateous.

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 atop at stations
between Creater 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.

Leave Chester at 7:28, 7:50, 10:14 and 11:40 A.M., 4:43
5:10, 7:20, and 10:36 P.M.

FROM BALTIMORE TO PHILADELPHIA.

Leave Ballimore 7:25 A.M., Way-mail, 0:26 A.M.,
Express. 1:10 P.M., Express. 6:35 P.M., Express.
P.M., Express.

Leave Baltimore 726 A. M., Way-mail, 928 A. M., Express. 140 P. M., Express. 6 35 P. M., Express. 828 P. M., Express. 6 35 P. M., Express. 828 P. M., Express. 328 P. M., Express. 328 P. M., Express. TEAINS FOR BALTIMORE.

Leave Chester at 442 and 852 A. M., and 3738 P. M.
Leave Wilmington at 5 23 and 9 53 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. Baitmore, for Havre-de-Grace and intermediate authors at 4 45 P. M. Perryville for Wilmington and intermediate stations at 4 20 A. M., counceting at Wilmington with 7 16 A. M. train for Philadelphia.

Express Train at 415 A. M., for Baltimore and Washington, stopping at Chester, Wilmington, Newark, Elkion Nortnesst, Perryville Havre-de-Grace. Aberdeen, Perryman's, Magnolia, Chase s and Stemmer's Run Night Express, 11 F. M., for Baltimore and Washington. Connecting at Wilmington with Delsware Ralirosd line. Accommodation Train at 1130 P. M. for Wilmington and intermediate stations.

BALTIMORE FOR PHILADELPHIA

Accommodation Train at 11°30 P. M. for Wilmington and intermediate stations.

BALTIMORE FOR PHILADELPHIA.

Leave Baltimore at 8°26 P. M., stopping at Havre-de-Grace, Perryville, and Wilmington. Also stops at Elkton and Newark (to take passengers for Poliadelphia 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. PENNSYLVANIA CENTRAL RAILROAD.—
WINTEE ARKANGEMENT.
The Trains of the Fennsy, vania Central Railroad leave the Depot at Thirty-dirst and Market streets, which is reached directly by the cars of the Market street Passenger Railway. Those of the Cheanut and Walms Street Passenger way run within one equare of it.
On Sandays—The Market Street cars leave Eleventh and Market Sts. 35 minutes before the departure of each Train.
Mann's Bas gage Express will call for and deliver Baggage at the Depot. Orders left at the Office, No. 631 Cheenut street, will receive attention.

Mail Train.

Mail Train.

HOR NEW YORK.-THE CAMDEN AND Amboy and Philade phia and Trenton Railroad Com-pany's Lines.

FROM PHILADELY HIA TO NEW YORK
and Way Piaces, from Walnut Street Wharf, will leave as

6 A. M., via Camden and Amboy, Accommoda-

The 6 45 P. M. Line will run carly. An others Subdays excepted.
1.7 30 and 11 A. M., 3, 3-30, 4-30, 5, and 6-45 P. M. and 12 Michight, for Bristot, Trenton, etc.
1.7 30 and 10 15 A. M., 5, 4-30, 6, and 12 P. M., for Schenck's t 10-15 A. M., 5, 5, and 11 P. M. for Eddington.
1.7 30 and 10 15 A. M. S. 4, 5, 6, and 12 P. M. for Cornwell's, Torresdale, Holmesburg, Tacony, Brigesburg, and Frankford, and at 8 P. M. for Holmesburg and Interprediate stations. Frankford, and at S. P. M. for Holmesburg and intermediate stations.

At 10 15 A. M., 3, 4, 5, 6, 8, and 12P. M. for Wissinoming.

BELVIDERE DELAWAHE RAILHOAD.

For the belaware liver Valley, Northern Pennsylvania, and New York State, and the Great Lakes. Two through trains daily (Sundays excepted) from the Kensington Depot, as follows:

At 7 30 A. M. and 3 30 P. M., for Niagara Falls, Buffalo, Dunkirk, Canandalgus, Elmira, Ithaca, Owege, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Scranton, Strondaburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc.

The 3 30 P. M. Line connects direct wift the train-leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc.

At 5 P. M. for Lämbertville and intermediate stations.

November 20, 1866. WILLIAM H. GATZMER, Agent.

DHILADELPHIA, GERMANTOWN, AND NORRISTOWN SAILEOAD. 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, 2.4, 13, 4, 5, 5%, 6, 10, 7, 8, 9, 10, 11, 12 P. M.
Leave Germantown 6, 7, 7%, 8, 8, 20, 9, 10, 11, 12 A. M., 2, 3, 4, 4, 6, 6%, 7, 8, 9, 10, 11 F. M.
The 8, 20 down train, and 3% and 5% up trains will not

The 8 20 down train, and 3% and 5% up trains will not stop on the Germantown Branch.

Leave Philadelphia 9-14 A. M., 2, 7, and 19% P. M.
Leave Germantown 8.4 A. M., 1, 6, and 9% P. M.
CHESNUT HILL BALLEDAD

Leave Philadelphia 6, 8, 10, 12 A. M., 2, 3%, 6%, 7, 8, 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 9-14 minutes A. M., 2 and 7 P. M.
Leave Chesnut Hill 7-50 minutes A. M., 12-40, 5-40, and

Leave Chesnut Hill 7:20 minutes A. M., 12:40, 6:40, and 9:20 minutes F. M.

FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia 6, 8:35 11:45, minutes A. M., 12:3, 43:, 03:, 63:, 8:05 minutes, and 13:5 P. M.
Leave Norristown 5:40, 7, 7:30 minutes, 3, 11 A. M., 12: 3, 71: 6 5:5 P. M. train will stop at Falls. School Lane. Wisselicial, Mansyunk, Spring Mills, and Combehocken only.

Leave Philadelphia 9:A M., 25: and 63: P. M.
Leave Norristown 7:A. M., 5 and 83: P. M.
Leave Philadelphia 6:A 8:25, 11:05 minutes A. M., 1
3, 43:, 55: 65: 3:805, and 113: P. M.
Leave Mansyunk 6:10, 7:2: 8:20, 9:2. 11:4 A. M., 2, 5, 65: 85: F. M.

Leave Philadelphia 9 A. M., 2½ and 6½ P. M.
Leave Philadelphia 9 A. M., 5½ and 6½ P. M.
Leave Manay unk 7½ A. M., 5½ and 9 P. M.
W. S. WILSON, General Superintendent,
Depot NINTH and GREEN Streets,

PRIVY WELLS OWNERS OF PROPERTY —
The only place to get Privy Wells cleaned and denicoted at very low prices.

A. PZTSOR, GOLDSMITHS HALL, L BRAKY Su