THE NEW YORK PRESS.

MDITORIAL OPINIONS OF THE LEADING JOURNALS UPON CURRENT TOPICS.

COMPLLED EVERY DAY POR EVENING TELEGRAPH.

Nineteen Hearts Broken.

From the Tribune. It is the part of the charitable to condole with the unfortunate, while anybody can exhibit alacrity in congratulating the lucky. Twenty gentlemen, with hearts as hopeful as a May morning, started for the office of Surveyor of the Port of Philadelphia, and nineteen of these have now succumbed to a fate from which, when there is only one office to give and twice en who want it, nineteen wretches can by no ossibility escape. Joseph Severns was the lucky man, while the names of his martyred competitors are unknown to fame. But shall we be pitiless, simply because distress is anonymous? It is frue that we raised our note of warning. We told the Philadelphia nineteen and the nineteen in all other places, that given one office and twenty applicants, twenty heart-le-s one must be lacerated by disappoint-ment. But they wouldn't believe us. They never do. Now, being out of pocket and out of spirits, with ample lessure to survey their late, since they are not to survey for Uncle Sam, obliged to go home and meet their wives, and own up to a footish expanditure of the family unds, oppressed by the sympathy of friends who do not care two buttons for their mistortime, with the 1st of January in the yearly accounts approaching, with that touching confidence which they had in the President rudely destroyed, with the alternative of working or of starving staring them in the face, the agonized nineteen naving, or not, as the case may be, settled their Washington tavern bills, must now return to their residence, if they have any in Philadelphia, and find but a poor relief in consigning to the hottest of hot places the soul of the victorious Joseph Severns. Such is life, and such is luck. We do not stop

to inquire whether Joseph's genius for survey ing is greater or less than that of the rejected whether his petition was or was not a yard longer than the scrolls of the defeated; whether that hatful of confidential and laudatory letters which he carried, bore weightier signatures than epistles which have failed to steady his rivals; whether in him we have a notable in-stance of merit rewarded, or in the others an example of virtue under a cloud; these are in-vestigations for those who are curious in the cause of things, and restive under the stimulus of "why" and "wherefore;" these are speculations, not for us, but for the humiliated and harassed ninetceu, every one of whom, taking somebody by the button, could a tale unfold of modest merit neglected, and of the reprehensible magic by which Joseph Severns has dusted the eyes of Mr. Johnson. We are very glad that we and our buttons are out of their reach. To bear a man talk of getting an office is bad enough—to hear him talk of getting an failure to get it, is what "Damon" would not have patiently borne in "Pythias." There is, indeed, in this case an expedient which suggests itself. The broken-hearred nineteen can hold ittle meetings, and, made friends by a com-munity of sorrow, can pour their grief and grambling into each other's ears, is nobody else feels the least interest in the matter, except a passionate desire not to be bored with it, and as the nueteen must talk, we rather plume our-selves upon the humanity of this suggestion. Nay, if these meetings could be public, and the

nineteen, with slow music between the speeches, could tell to the world their experience, how many honest fellows might be persuaded or warned from entering upon that fatal pursuit which, whether successful or not, is sure to bring botheration, bad dreams, and days of bit-terness! There would, indeed, be one draw-back. To learn how many friends are of the summer species, and what tremendous liars men can sometimes contrive to be without untering upon which you can put your finger, would excite but low and despairing views of human nature, and lead to a chronic and incurable

his would be no worse than the hop ferred which maketh the heart sick, and the money wasted which maketh the purse flaccid. the eager desire and inevitable disappointment, the knee-crooking, the fawning, and the failure after all. There is something comparatively manly and noble in submitting one's claims or qualifications to the suffrage of the people, and although in such a contest it is pleasanter surely to succeed, there is no shame in being eaten; but to set traps for an interview with the President, to dog the doors of Secretaries, and to lay stege to the bedrooms of members of Congress, to waste time, money, and self-respect, and after all to fail, is enough to damp man's pluck for the rest of his wretched lifetime; and any one of the nineteen gentlemen above mentioned, if he has not forgotten how to speak the truth, will admit that we are right.

The First and the Second Revolution. Editorial Correspondence of the Independent.

I have been walking to-day over the battleground of Lexington-the sacred field where our fathers "fied the shot heard around the world," Chipped with frosts and gnawed by time, a piece of perishing granite repeats to the pilgrim their imperishable names. "The blood of these martyrs," says the graven legend, "was the cement of the Union of the States."

So thought the fathers who erected this monument in 1799. Rut this cement of blood did not prove strong enough to keep the States to-gether. They flew asunder-breaking the san-

Henceforth let it be remembered that the cement of the American Union must be something more than the blood which has been shed in its ociense. The only cement which can hold the Union together in the future is a vital principle—not buried dust. If men are not animated by a sentiment of justice towards the living, they will not be restrained by a senti-ment of reverence for the dead. The dead of the late war are as precious a legacy as were the dead of the Revolution. But unless the great e for which our fresh army of martyrs died shall be placed beyond peril on the safe founda-tion of exact justice, the blood of the heroes of two wars for liberty will unite in crying from the ground.

At the present moment the South is arifully reaching out her hand to regrasp her old politi-cal power in the Union. Beaten in the elections, the President under foot, neither he nor they have any hope of Southern ascendancy except through a general amnesty, involving an indis-criminate restoration of Southern Rebels to the allot-box and to public office. This amnesty some of their Northern organs have asked for, on the promise of giving in exchange, impar-tial suffrage. That is to say, if the North will allow the Rebels to vote, the South will allow the negroes to vote.

No greater desire animates the hearts of Northern radicals than to see impartial suffrage prevail in the Southern States. This is the one creat, all-important principle underlaying the radical plan for the reconstruction of the Union.

And unless the Union shall be reconstructed on his principle, it might better remain for a generation in its present incompleteness. An amnesty, however, is not, like suffrage, a question of principle, but simply a question of good be-havior. When the South behaves well enough to be amnestied without danger to the Commonto be amnestied without danger to the Commonwealth, then let the act of grace be passed; but not before. Meanwhile, so long as school-houses are burned, negroes maltreated on public highways. Yankees driven home again, the American flag insulted in public processions, the national airs interdicted—so long as these things continue, we say, No amnesty yet.

The demand of the radicals has been, and is, hat the reconstruction of the Union shall secure, above all things else, justice to the ro. The public debt is of secondary import-

snee compared with this prime duty of the nation. And in thus demanding justice to the negro, the radical party have proposed no injus-tice to white men. On the contrary, the leading radicals have been notoriously temperate in their spirit and purposes towards the Rebel leaders. More Northern Democrats than abo-litionists have asked for the hanging of Jefferson Davis. More Northern conservatives than radicals have demanded confiscation and severe penalties. The radical party ask for no man's death—for no man's property—for no man's injury—for no man's humiliation. But they not only ask—they inexorably demand—that the leaders of the Rebellion shall be disqualified by their treason from casting a bailot and from holding an office. The loyal North is willing to see the disloyal South restored to its right to live, restored to its houses and home restored to its facilities for business, but not restored to its political power. For instance, no Southern Rebel can prefer a higher c aim to the leniency of the North than Alexander H. Stephens. But to receive Alexander H. Stephens into the Senste of the United States would be neither better nor worse than to receive Jefferson Davis. The proposition cannot be entertained for a moment. The Rebel leaders must be peremptorily forbidden the ballot-box and Congressional chairs. The honor the nation demands this exclusion. public would sully its self-respect if it should say to the Rebels, 'Here is water—wash your hands of their bloody stains—and make haste to sit in the Capitol."

This nation can afford to let its traitors live though other nations bang such criminals. Bu the nation cannot afford to let its traitors tak part in governing it. It cannot afford to abolish the test-oath. It cannot afford to abolish al distinctions between treason and loyalty. It cannot afford to let the Rebel debt glide gently back from promised repudiation to future pay ment. It cannot afford to omit the Civil Right: bill from the Constitution. It cannot afford to enlarge the basis of representation so as to allow all negroes in the South to be counted while only a small fraction of these negroes are to be permitted to vote. All these perils lie lurking under the cry of General Amnesty.

If, bowever, an act of amnesty shall be so drawn as to exclude from political privileges all Rebeis above a certain specified rank, it will meet the approbation of the radical party. But the terms must not be amnesty first and suffrage afterwards. On the contrary, suffrage must be the forerunner and amnesty the corollary. Moreover, the guarantee for suffrage must be incorporated into the Constitution of the United States-not left to the caprice of the severa rebellious States.

First secure impartial suffrage by the organic law; then grant an amnesty as soon as the negro shall inform us that no white man molests

One idea must be protested against, and that is, that if the North grants amnesty, the South is to grant suffrage. This implies that the right resides with the South to deny suffrage if she shall so choose. But the South has no such right. It is the bounden duty of the North to see that the negroes have suffrage, whether the South be willing or unwilling. Southern white men are not to be consulted in the matter. Did we consult them as to whether the ordinances of secession should be cancelled? No. Did we consult them as to whether their Rebal debt should be repudiated? No.

Neither shall we consult them as to whether the negro shall have this ballot. The North is the conqueror, and offers the terms. The South is the conquered, and accepts them. The North must simply command—the South must simply obey. The two parties cannot chaffer, like men at a bargain. To portray the North as granting amnesty, and the South as granting suffrage, is to discolor the true picture of the situation. The South carried again. situation. The South cannot grant anythinghaving nothing to grant. The North cannot ask for anything—having already come in posses-

sion of everything by war.

The North must dictate Equal Rights—the South must submit to this just decision. The blood of the 19th of April, 1775, became the cement of a Union of slaves. Let the blood of the 19th of April, 1861, become the cement of Union of free and equal citizens.

The President's Forthcoming Message --A Compromise on Negro Suffrage. From the Herald.

The President's annual Message to Congress, we understand, is completed, and that, in reference to the great issue of Southern reconstruction, it will probably open the door to a reconciliation with the two houses and a compromise on negro suffrage. From the letter of a Washington correspondent, published yesterday, it would appear that the compromise which the Messsage will probably suggest will be upon the basis of that qualified negro suffrage which Mr. Johnson proposed in the summer of 1865 to his Provisional Governor Sharkey, of Mississippithat is, a reading and writing qualification, or a property qualification of two hundred and fifty dollars, as in New York. It further appears from this Washington letter that as Congress has rejected the President's plan of Southern restoration, and as the President has defeated the ratification of the Constitutional amendment of Congress, the two departments "may cry quits," and proceed to a reconciliation upon the intermediate compromise suggested, or some-

thing like it. But what are the facts in regard to the pending Constitutional amendment? It was made the test question in all the recent elections: from the Atlantic across the continent to the Pacific Ocean, and in all the States, from Maine to Oregon, the conditions thus proposed to the South have been most emphatically endorsed as the nitimatum of the North. A large majority of the States, and a vast majority of their people, have thus given their approval and intructions to Congress to adhere to the amendment. Nor is it necessary, though very desira-ble, that there should be a perfect accord between the President and Congress in this matter. inasmuch as the jurisdiction over the subject belongs absolutely to Congress. It is the duty of the President to submit his recommendations to the two houses upon this as upon other questions, but Congress may adopt, modify, or reject his suggestions, as it has done from the begin-

ning of the Government. We are gratified, however, that, from the advices before us, we may proclaim it as a fact that the President has given up his peculiar policy of restoration tried before and rejected by the Northern people in these late elections. This is an important step gained towards an early and satisfactory adjustment. Another step will bring the Executive to a harmonious understanding, and another to an active co-operation with Congress. Nor do we see, in Mr. Johnson's present ideas of a compromise, so far as they are fore-hadowed, anything like an "irrepressi-ble conflict" with the pending amendment, except upon the Executive theory that the ex-cluded States, as they stand, are entitled to a voice in the ratification. Nothing, we think, could be fairer than the compromise of the amendment touching negro suffrage, in propos ing to leave to each State to choose for itself whether its black population shall be totally excluded from the ballot-box, at the price of their total exclusion from representation in Congress, or whether they shall be partially or

wholly admitted to suffrage and repre-The shortest plan for a speedy and compre-hensive settlement, including the sacred obliga-tions of the national debt, the absolute repudiation of all Rebel debts, and all claims for emancipated slaves, the exclusion of a certain class of preminent Rebels from Federal offices hereafter till absolved by a two-thirds vote of Congress, and the regulation of representation by suffrage, is the plan of the amendment, and its ratification by three-fourths of the States now constituting the Government of the United States. If we admit the right of the excluded States to a voice in the ratification we must admit their right to resume their vacated in Congress just as they are; and that all the legislation of Congress in their absence, since they isid down their arms as a hostile Con-tederacy, is null and void. We must admit that Congress has no right to impose upon those

States any terms of restoration, or we must hold

that they have no right to a voice in the Gov-crument, in view of their late Rebellion, sinith recognized by Congress.

From this last conclusion, we contend, there

is no escape, unless we can reduce the late signific Southern armed conspiracy and all to bloody battles to the legal standard of a cries of election riots, and nothing more. We nave sufficiently advanced in this controversy powever, under the light of these recent blee tions, to comprehend this question of restora-tion as it really stands. The whole jurisdiction over the subject is with Congress; and in the tejection by Congress of the President's pro-visional work, the held of reconstruction is reopened to the beginning. We are glad to be pecuhar policy. It was a policy of generosity to and confidence in the South, which met with o corresponding confidence in that quarter, and much less in the North. Now, if he has con-cluded in his Message, after submitting his recommendations, to leavel he whole matter in the hands of Congress, rs we presume he has done, we shall soon have a settlement, and the excluded States will be brought to their sober enses in the harmonious co-operation of Prest

MARGUERITE

BY PAUL H. HAYNE.

She was a child of happiest air, Ot deep, dark eyes, but golden hair; And ah! I loved her unaware— Marguerite!

ident and Congress.

She spelled me with her midnight eyes, The sweetness of her naive replies, And all her innecent witcheries— Marguerite!

The fever of my soul grew calm Beneath her smile, that healed like balm, Her words were holier than the psalm — Marguerite!

But 'twixt us yawned a gulf of tate, Whose blackness I beheld too late; O, Christ! that love should smite like hate— Marguerite! She did not wither to the tomb,

But round her crept a tender gloom More touching than her earliest gloom -Marguerite! The sun of one fond hope has set,

A hope she dared not all forget, Its twilight glory touched her yet-Marguerite!

And ever in that twilight fair Moves, with deep eves and golden hair. The child who loved me unaware—

Marguerite! Old English Plate.

A fine collection of old English silver and silver-gilt plate, consisting of several thousand ounces, chiefly of the period of Charles II and Queen Anne, was disposed of in London recently at auction. Among the costly specimens were the following:—A tea urn, of the period of Queen Anne, with beaded edges, shaped handles and pincapple top, the belt with raised fes-toons, dolphin tap, and square perforated band, weighing 164 oz., 140 gumeas; a 15 lb. salver, with perforated border and beaded edges, and a chocolate pot and stand, with fluted and bead edges and basket handle, the whole weighing 74 oz., 52 guineas; another chocolate pot and stand, very finely chased in festoons of flowers, and gadroon edges, ivory handle, weight 52 oz., 36 guineas; a pair of fine old tankards, fluted and chased, and gilt inside, weighing 52 oz., 30 guineas; a set of four Co rinthian pattern candiesticks, finely chased, weighing 36 oz., 20 guineas; a superb double-handle cup and cover, with chased and raised ornaments, and another, smaller, of the time of Queen Anne, finely chased and gilt inside, the Queen Anne, finely chased and gilt inside, the one weighing 72 oz. and the other 67 oz., 105 guineas; a pair of ice pails, parcel gilt, with Medusa handles and escutcheons, weighing 215 oz., 85 guineas; a pair of fine old tankards and covers, the belts richly ornamented in figures in repousse, weighing 54 oz., 80 guineas; a set of four two-lighted candelabra, with beaded edges and cameo medallon figures in relief, weighing 170 oz. 155 guineas. weighing 170 oz., 155 guineas.

An epergne, supported by eastern figures, the base perforated and ornamented with rectining figures of females, and glass dish for the same, weight 72 oz., sold for 45 guineas; a fine old bouilion cup and cover, the lid ornamented with portraits of Charles II and his mistresses at table, weighing 50 oz., £27'10s; an ewer and basin, with beaded edges, having the arms of a Prince of Wales, weighing 66 oz. 40 guineas; a set of three old tea caddies, finely chased, in tortoise-shell case, and another set, equally fine, in a shagreen cese, silver mounted, the whole weighing 60 oz., 54 geineas; a pair of old English candlesticks, on square bases, with festoons and beaded edges, and another pair, with oak-leaf borders and medallion heads, 36

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EVS. THE NORTH, NORTHWEST, AND THE
TA. VADAS. CA. TAPAS.
WINT, R ARRANGEMENT OF PASSENGER TRAINS,
October 8, 1806,
Leaving 'he Company's Depot, at THISTEENTH and
CALLOWHI, 'L Streets, Philadelphia, at the following

CALLOWHI, L. Streets, Philadelphia, at the following hours:

MON NING ACCOMMODATION,
At 7:30 A. M., fo., Reading and intermediate Stations. Betweening, leaves Reading at 6:30 P. M., arriving Philadelphia at 8:16 P. M.

At 8:16 A. M., for Reading at 6:30 P. M., arriving Philadelphia at 8:16 P. M.

At 8:16 A. M., for Reading at 6:30 P. M., arriving Philadelphia at 8:16 P. M.

Limira, Rochester. Ringars Falls, Buffillo, Allentown, Wilkesbarre, Pritaton, York, Carlisle, Chambersburg, Hagerstown, etc. etc.

This train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., at PORT OFINTON with Catawissa Eniroad trains for Williamsburg, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central Cumberland Valley, and Schuylkill and Sunquebarra trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS
Leaves Philacolphia at 8:50 P. M., for Reading Pottsville, Harrisburg, etc., connecting with Reading and
Columbia Railroad trains for Columbia, etc.

Columbia Rallroad 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 r hiladelphia 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. Afterboom trains leave Harrisburg at 2:10 P. M., Pottsville at 2:45 P. M., arriving in Philadelphia at 6:45 P.M.

HARRISBURG ACCOMMODATE

6 45 P.M.

HARRISBURG ACCOMMODATION

Leaves Reading at 7 50 A. M., and Harrisburg at 4 10 P.

M. Connecting at Reading with Afternoon Accommodation south at 6 50 P. M., arriving in Philadelphia at 9 10 Market train, with passenger car attached, leaves Phila-Market train, with passenger car attached, leaves Philadelphis at 12:36 noon for Reading and all way stations
Leaves Reading at 11:30 A. M., and Downingtown at 12 M.
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 8:16 P. M. Leave Poiladelphia for Reading at
8:06 A. M., resuming from Keading at 4:20 P. M.
CHESTER VALLEY RAILEDAD.
Passengers for Downington and Intermediate points
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Philadelphia, returning from Downingtown at 7:40 A. M.
and 12:30 noon.

And 12'3) hoon.

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change.
A mail train for New York leaves Harrisburg at 2-10 P.
M. Mailtrain for Harrisburg Haves New York at 12 M.
SCHUYLKHLL VALLEY BAILROAD.
Trains leave Fotoville 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.
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SCHUYLKILL AND SUSQUEHANNA RAILROAD.

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trains without change both ways between Philadelphia
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Leave New York at 9 A. M., arrive at Eric 10 00 A. M.
Leave New York at 9 00 P. M., arrive at Eric 710 P. M.,
Leave Eric at 9 0 P. M., arrive at New York 4 40 P. M.
Leave Eric at 9 10 A. M., arrive at New York 10 10. A M.
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Leave Eric at 10 P. M., arrive at New York 10 P. M.
Leave Eric at 10 P.

W EST JERSEY RAILROAD LINES, FROM W FST JERSEY RAILROAD LINES, FROM foot of MARKET Street (Upper Ferry), commencing MONDAY, September 24, 1868.

LEAVE PHILADELPHIA AS FOLLOWS:—
For Bridgeton, Salem, Millylle, and all intermediate stations, at 8 A. M. Mall., 8 30 P. M., Passenger.
For Woodbury, 8 A. M., 3 30 and 6 P. M.
For Cape May, at 3 50 P. M.

RETURNING TRAINS LEAVE

RETURNING TRAINS LEAVE

RETURNING TRAINS LEAVE
Woodbury at 745 and 840 A. M., and 454 P. M.
Bridgeton at 765 A. M. and 3:50 P. M. Freight, 5:30 P. M.
Salem at 650 A. M. and 3:00 P. M. Freight, 5:45 P. M.
Millylle at 6:55 A. M., and 3:05 P. M. Freight, 6:10 P. M.
Cape May at 11:45 A. M., Passenger and Freight.
Preight will be received at Second Covered Wharf
below Walnut street, from 9:00 A. M. until 5:00 P. M.
Thatrecelved before? To A. M. will go through the same day.
Freight Delivery, No. 228 S. DELAWARE Avenue.

3:40

RAILROAD LINES.

PHILADELPHIA, WILMINGTON AND BALL PHILADELPHIA, WILMINGTON AND BAL
TIMORE BAILE.OAD.
TIME TABLE.
Commencing MONDAY, November 26, 1865. Trains will
leave Dépot, corner of BROAD Street and WASHINGTON
avenue, as rollows:—
Express Train at 4-15 A. M. (Mondays excepted), for
Baltimore and Washington, stopping at Chester, Wilmington, Newark, Elkton, Northeast, Perryville, Havre-decrace, Aberdeen, Perryman's, Edgewood, Magnolia,
Chase's and Stemmer's Run.
Way Mail Train at 8-16 A. M. (Sundays excepted), for
Baltimore, stopping at all regular stations. Connecting
with Delaware Railsond at Wilmington for Crisical and
intermediate stations.

with Delaware Railbond at Winnington for Crisnell 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, stooping at Chester, Claymont, Wilmington, Kewark, Elkton, Northeast, Perryville, Havre-Ge-Grace, Aberdeen, Perryman's, Edgewood, Magnolla, Chase's and Stemmer's Run.

Night Express at 11 P. M. (daily), for Baltimore and Washington, Cornects at Wilmington with Delaware Railroad line (Saturdays excepted), stooping at Middletown, Smyrna, Dover, Harrington, Seaford, Salisbury, Princess Anne, and connecting at Crisheld with Boat for Norfolk, Portsmouth, and the South.

Passengare by Boat from Baltimore for Forters Mon.

Passengers by Boat from Bal imore for Fortress Mon-foc at d Norfolk will take the H-W A. M. train.

WILMINGTON ACCOMMODATION TRAINS, oping at all Stations between Philadelphia and Stopping at all Stations between Philiministen.
Leave Philadelphia at 12°30, 4°00, 6, and 11°30 (daily) P.
M. The 4°00 P. M. train connects with Delaware Railroad for Milford and intermediate stations. The 6 P. M. train runs to New Castle.
Leave Wilmington at 7.15, and 8°30 A. M., 3 and 6°30 (daily) P.M.

FROM BALTIMORE TO PHILADELPHIA.
Leave Baltimore 7:25 A. M., Way-mall, 9:28 A. M.,
Express. 1:10 P. M., Express. 6:35 P. M., Express. 8:25
P. M., Express.
Fr. in Battimore to Havre-de Grace and intermediate stations at 4:50 P. M.

TRAINS FOR BALTIMORE.

Leave Chester at 4-49 and 8-54 A. M., and 3-98 P. M.

Leave Wilmington at 5-28 and 9-40 A. M., and 4-10 P. M.

Leave Wilmington at 5 28 and 9 40 A. M., and 4 10 P. M.

SUNDAY TRAIN

Leaves Baltimore at 8 25 P. M., stopping at Havre-deGrace, Ferry ville, and Wilmington. Also grops at Elktor
and Newark to take passengers for Palladelphia and leave
parsengers from Washington er Baltimore, and Chester to
leave passengers from Baltimore or Washington.

Through Tickets te all points West, South, and Southwest, may be procured at Ticket Office. No. 828 Chesnut
street, u nder Continental Hotel. Persons purchasing
tickets at this office can have their baggage checked at their
realdence by Graham's Haggage Express.

4 16

H. F. KENNEY, Superintendent.

PENNSYLVANIA CENTRAL RAILROAD.—
WINTEB ARRANGEMENT.
The Trains of the Pennsylvania Central Railroad leave
the Depot 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 run within one square of it.
Un Sundays—The Market Street cars leave Eleventh and
Market Sts. 35 minutes before the departure of each Train.
Alann's Bay gage Express will call for and deliver Baggage at the Depot. Orders left at the Office, No. 631 Chesnut street, will receive attention.

Mail Train.

At 8:00 A. M.

mui strect, will receive attention.

Mail Train. At 8:00 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. Accommodation. At 1:00 P. M. Harrisburg Accommodation. At 1:00 P. M. Harrisburg Accommodation. At 1:00 P. M. Harrisburg and Erie Mail Accommodation. At 1:00 P. M. Philadelphia Express At 11:00 P. M. Philadelphia Express leaves daily, except Saturday. Philadelphia Express leaves daily, except Saturday. Philadelphia Express leaves daily. All other trains daily, except Sunday. Passengers by Mail Train go to Williamsport without change of cars, and arrive at Lock Haven at 8:10 P. M. Passengers by Mail Train go to Caritale and Chambersburg without change of cars. Sleeping Car Tickets can be had on application at the Ticket Office. No 621 Chesnut street.

Cincinnati Express At 12:50 A. M. Philadelphia Express At 7:10 P. M. Paeli Accommodation, No. 1 & 2, at 8:20 A. M. & 7:10 P. M. Paeli Accommodation, No. 1 & 2, at 8:20 A. M. & 7:10 P. M. Parkesburg Train At 1:20 P. M. Fast Line Accommodation at 1:20 P. M. Fas

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
312 FRANCIS FUNK, No. 137 DOCK Street.

FOR NEW YORK.-THE CAMDEN AND Amboy and Philadelphia and Trenton Railroad Company's Lines
FROM PHILADELPHIA TO NEW YORK
and Way Piaces, from Walnut Street Wharf, will leave as
PARE.

tollows, viz.:— at 6 A. M., via Camden and Amboy, Accommoda-

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 6'46 P. M. Line will run daily. All others Sundays excepted.

At 7:30 and 11 A. M., 3, 3:30, 4:30, 5, and 6:45 P. M. and 12 Midnight, for Bristol, Trenton, etc.

At 7:30 and 10:15 A. M., 3, 4:30, 5, and 12 P. M., for Schenck's At 10:15 A. M., 3, 5, and 12 P. M. for Eddington.

At 7:30 and 10:15 A. M. 3, 4.5, 6, and 12 P. M. for Cornwell's, Torresdale, Holmesburg, Tazony, Bridesburg, and Frankford, and at 8 P. M. for Holmesburg and interpollular stations. mediate stations. At 10 15 A. M., 3, 4, 5, 6, 8. and 12P . M. for Wissinoming.

BELVIDERE DELAWAHE RAILROAD,
For the Delaware River Valley, Northern Pennsylvania,
and New York State, and the Great Lakes. Two through
trains daily (Sundays excepted) from the Kensington
Denot, as follows: trains daily (Sundays excepted) from the Kensington Depot, as follows:—
At 780 A. M. and 230 P. M., for Klagara Falls, Buffalo, Dunkirk, Canandaigua, Elmira, Ithaca, Owege, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Fiemington, etc. The 230 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.

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

PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD.
On and after THURSDAY, November 1, 1896, until fur-FOR GERMANTOWN.

Leave Philadelphia 6, 7, 8, 9, 10, 11, 12 A. M., 1, 2, 3 ½, 35, 4, 5, 5%, 6 10, 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, 4%, 6, 6), 7, 8, 9, 10, 11 P. M.
The 8 20 down train, and 3½ and 5½ ap trains will not stop on the Germantown Branch. ON SUNDAYS.

Leave Philadelphia 9-14 A. M., 2, 7, and 1054 P. M.,

Leave Germantown 854 A. M., 1, 6, and 934 P. M.

CHENNUT HILL BAILBOAD.

Leave Philadelphia 6, 8, 10, 12 A. M., 2, 3%, 5%, 7, 9, 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.

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 5 25 minutes P. M.
FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia 6,8 35 11 65, minutes A. M., 116, 3, 426, 524, 624, 826 minutes, and 1135 P. M.
Leave Norristown 5 40, 7, 7 50 minutes, 9, 11 A. M., 116
416, 624, and 8 P. M.
The 526 P. M. train will stop at Falls, School Lane, Wisselinchen, Manayunk, Spring Mills, and Conshohocken only
ON SUNDAYS.

Leave Philadelphia 9 A. M., 224 and 6½ P. M.
Leave Philadelphia 9 A. M., 226 and 6½ P. M.
Leave Norristown 7 A. M., 5 and 8½ P. M.
Leave Philadelphia 6, 835, 11 65 minutes A. M., 1
3, 4½, 5½, 6½, 845, and 11½ P. M.
Leave Manayunk 610, 7%, 820, 9½, 11½ A. M., 2, 5, 6%, 8½, F. M.
ON SUNDANCE ON SUNDAYS.

Leave Philadelphia 9 A. M., 25 and 6M P. M. Leave Manayunk 75 A. M., 55 and 9 P. M. W. S. WILSON, General Superintendent, Depot RINTH and GREEN Streats,

FERTILIZERS.

BAUGH'S RAW BONE SUPER-PHOSPHATE OF LIME

The great Fertilizer for all crops. Onick in its section and permanent in its effects. Established over twelve years.

Treaters supplied by the cargo, direct from the wharior the manufactory, on liberal terms.

Manufactured only by

BAUGH & SONS,

Office No. 20 South DELAWARE Avenue, I'hliadelphia.

INSURANCE COMPANIES.

NORTH AMERICAN TRANSIT INSURANCE COMPANY,

No. 33 South FOURTH Street PHILADELPHIA.

Annual Policies usued against General Accidente
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-nail per cent,
securing the full amount insured in case of death, and
a commensation each week equal to the whole preminus paid s compensation each week eyes.

Short time Ticketsfor 3,5,7, or 16 days, or 1, 2, or 6 months, at 10 cents at 1, nearing in the sum of \$2000, or giving \$10 per week! Isabled to be had at the General Office, Ne. 133 S. FOURTH Street, Philadelphia, or at the various Ralinoad Ticket offices. Be sure to purchase the lickets or the North American Transf

to purchase the tickets of the North American Transl
Insurance Company.
For circulars and forther informations apply at the
General Office, or of any of the authorized Agents of the
Fempany.
LEWIS L. HOUPT, President.
JAMES M. CONRAD, Treasurer
HENRY C. BROWN, Secretary.
JOHN C. BULLITT, Solicitor.

DIRECTORS.
L. Houpt, late of Pennsylvania Railroad Company
J. E. Kingsley, Continental Hotel.
Hamuel C. Falmer, Cashier of Com. National Bank.
B. G. Leisenring, Nos. 237 and 239 Dock street.
James M. Conrad, firm of Coarad & Walton, No. 623
Market street. arket street. Enoch Eewis, late Gen. Sup't Penna B. R. Andrew Mehviley, S. W. corner of Third and Waigut G. C. Franciscus Gen. Agent Penna R. R. Co. Thomas K. Peterson, No. 3836 Market street. W. W. Kurtz, firm of Kuitz & Howard, No. 28 S. Third street.

1829-CHARTER PERPETUALS

Franklin Fire Insurance Co.

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

Capital. \$400.000 00 Accined Surplus. 944.543 15 Premiums. 1,182,308-21 URSETTLED CLAIMS, INCOME FOR 1966 LOSSES PAID SINCE 1820 OVER \$5,000,000.

Perpetual and Temporary Policies on Liberal Terms. Charles R Bancker,
Tobias Wagner,
Samuel Grant,
George W. Richards,
Isaac Lea,
CHABLES N. BANCKER, President.
EDWARD C DALE, Vice-President.
JAS. W. MCALLISTER, Secretary protein. 2 3 112

GIRARD FIRE AND MARINE INSURANCE COMPANY. OFFICE, No. 415 WALBUTSTREET, PHILADELPHIA CAPITAL FAID IN, IN CASH, \$200,000.

The company continues to write on Fire Risks only Its capital, with a good surplug, is saidy invested. 701 Losses by fire nave 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 happy to insure our patrons a such rates as are consistent with safety THOMAS CRAVEN,
FURMAN SHEIFARD,
TEOS. MACKELLAR,
JOHN SUPPLEE,
JOHN W. CLAGHORN,
SILAS YERKES, JR.,
THOMAS CRAVEN, President,
JAMES B. ALVORD, Secretary.

LIFRED S. GILLETT, V. President and Treasurer.
JAMES B. ALVORD, Secretary.

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

OF PHILADELPHIA

OF PHILADELPHIA

No. 111 South FOURTH Street.

INCORPORALED 30 MONTH 22d, 1886.

CAPITAL 8169 800, PAID IN.

Insurance on Lives, by Yearly Premiums; or by 5, 19, or 26 year Premiums, Non-loriellure.

Endowments, payable at a stare age, or on prior decease, by Yearly Premiums or 19 year Premiums—
both o asses Non-lorielure.

Annuites granted on favorable terms.

Term Polles Children's Endowments
This Company, while giving the insured the security of a paid-up Ca, ital, will divice the entire profits of the Life business among its Policy holders.

Moneys received at interest, and paid on demand.

Authorized by charter to execute i rusis, and to act is executor or Auministrator. Assignee or Guardian, an in other floudary capacities, under appointment o agy Court of this Commonwealth or of any person or) ersons, or bodies politic or corporate.

SAMUEL R. SHIPLEY.

JEREMIAH HAGKER,

JOSHUA H. MORRIS,

EICHARD WOOD,

RECHARD CADBURY,

HENRY HAINES

T. WISTAR BRO WN,

EICHARD WOOD,

President.

CHARLES F. COFFIN.

SAMUEL R. SHIPLEY, ROUNGERTH,

THOMAS WISTAR, M. D.,

J. B. TOWNSEND,

TOTALE INSURANCE EXCLUSIVELY.

PARE INSURANCE EXCLUSIVELY,—THE PENNSYLVANIA FIRE INSURANCE COM-PANY-Incorporated 1825—Charter Perpetual—No. 510 WALNUT Street, opposite Independence Square.
This Company Inversibly known to the community for ever forth Mars, continue to insure against loss or example by the in Public or Private Buildings, either permanently of for a limited time. Also on Furniture, Stocks of Goods, and Merchandise generally, on liberal terms. Their Capital, together with a large Surplus Fund, invested in the most careful manner, which enobles them to offer to the insured an undoubted scourity in the

Daniel Smith, Jr.. John Devereux,
Alexabder Benson, Thomas Smith,
Thomas Robbins, Henry Lewis,
Thomas Robbins, Daniel Haddock, Jr.

DANIEL SMITH, Jr., President,
WILLIAM G. CROWELL, Secretary. 3305

PHENIX INSURANCE COMPANY OF PHI-PHONIX INSURANCE COMPANY OF PHILADELPHIA.

INCORPORATED 1864—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 erms, on buildings, merchendue, enriture, etc.,
for limited periods, and permanently on buildings, by
deposit of premium.
The Company has been in settive operation for more
than SIXTY YEARS, during which all losses have been
promptly adjusted and paid.

John L. Hodge,

Lawrence Lewis, Jr.,

John L. Hodge,
M. B. Mabony,
John T. Lewis,
William S. Grant,
Robert W. Leaming,
D. Clark Wharton,
Samue Wilcox,
Segretary,
WYCOX, Segretary, RAMUEL WILCOX . Secretary



OLD SHINGLE ROOFS (FLAT OR STEEP) COVERED
WITH JOH. S'C ENGLISH ROOFING CLOTH,
And costed with Liquid GUITA PERCHA PAIST.
making them perfectly water proof. LEAKY GRAVEL
ROOFS repaired with Guita Fercha Faint and warranted
tes five years LEAKY SLATE ROOFS chained with liquid
which becomes as hard as sinte. TIN. COFFER ZINC,
or IRON conted with Liquid Guita Percha at small express. Cost ranging from one to two cents per square
feet. Old Roard or Shingle Roof ien cents per square
feet old Roard or Shingle Roof ien cents per square
feet all complete Materials constantly on hand anolor
see by the PHHADFLINIA AND FEN. SYTYA MA
R. OFFING COMPANY. GEORGE HOBART
II 2 602