A THOUSAND YEARS AGO.

- The sun went down in red and gold,
- I watched it from the hill,
 With purple clouds the banners rolled,
 Whose tips are rosy still.
 Where are the eyes that oft of old
 Have watched in weal or woe,
 While the sun set in red and gold,
 A thousand years are? A thousand years ago?
- A lippet perched upon the bush, And sang in thrilling strain, Ducting with his neighbor thrush, Till the air thrilled again; And all the wood with music rang, Their voices echoed so— Who listened while the linnet sang
- A thousand years ago? Where are they—all those beating hearts That lived and throbbed like ours, Who acted out their separate parts,
- And used their varied powers? The hearts that gazed, and thrilled, and burned,
 And writhed in passion's glow,
 Or with the tenderest pity yearned
 A thousand years ago?
- Where are they ?-haply over some The "dust to dust" was said, Who slumber each in hallowed tomb,
- Till angels wake the dead, Some linger in the dreamless sleep In ocean's coral caves; And mighty fragrant forests weep Their dew on others' graves.
- But all their souls, we must be sure, The grave can never hold-The immortal essence will endure When hearts and hands grow cold.
- They may be floating round us now, Above us and beneath, The very breeze that fans our brow May be a spirit's breath.
- I doubt not but they mark with sighs Our faults and toilies all:
- Oh! sad to think some spirit's eyes Grow dimmer when we fall.
- Like us the end of time they walt, Their final doom to know, Whatever was their earthly state A thousand years ago.

VIRGINIA.

Government Animais Loaned to Citizens to be Returned-Panic in the Valley. STAUNTON, December 16.-The following order has been issued by Major-General Schofield: -All horses and mules which belong to the United States, and are in the hands of private citizens within the limits of this Department, whether lent to them by the military authorities after the close of the war, taken up as astray, or otherwise acquired, will be at once returned to the Government through the nearest officers of the army or Freedman's

Bureau. Officers of the Freedmen's Bureau will give proper publicity to this order, and cause it to be complied with in all cases. They will receive and care for the animals and report their num-ber and condition to these headquarters, where orders will be given for their disposition. A circular, issued December 8, recites that in carrying out the provisions of General Order No. 11, officers of the Bureau will purchase the necessary forage and hire the help necessary to properly care for the animals taken up under said order.

Under the pressure of this order, those who have Government horses belonging to the United States, and have not a bill of sale, are running their animals into the mountains to prevent the possibility of their being seized. The order includes animals captured during the war. It has created quite a panic among the farmers of the Valley. The Bureau agents have given no military force to execute the order, and there are no troops in this section.

Destructive Fire at Buffalo.

Buffalo, December 17.—The Buffalo Union Iron Works, situated on Buffalo creek, on the outskirts of this city, were destroyed by fire this morning. Among the principal owners were the Mayces, of Bath: Burdens, of Troy; and Charles F. Wadsworth and Edward Palmer, of Buffalo. Loss, \$250,000. Insured for \$200,000, as follows:—Home (New York), \$40,000; Yonkers County, \$3000; Citizen's (New York), \$10,000; Market (New York), \$10,000; Harmony, \$10,000; National (Boston), \$6000; Security (New York), \$15,000; Exchange (New York), \$6000; Fire and Marine, \$5000; North American New York). \$15,000; Star (New York), \$5000; Hoffman (New York), \$5000; Insurance Company of North America (Philadelphia), \$15,000; Manhattan (New York), \$10,000; Irving (New York), \$5000; Western (Buffalo), \$10,000.

United States Supreme Court

WASHINGTON, December 17—In the Supreme Court o the United States to-day, Associate Justice Davis delivered an elaborate opinion in the Indiana or Muligan conspiracy case. All the court answer in the affirmative the questions: First Should the court order the release of Mullican from military custody, and send him to the

Second. Ought the court to issue a writ of habeas corpus to order his release?

All say 'no' to the query in the third question—
Had the Military Commission the right to try him?

Chief Justice Chase, and Assocates Wayne, Swayne, and Miller, dissent as to a part of the opinion relating to military tribunas. It will be recollected that the ways existing the cases of Multilected that the mere decision in the cases of Mu li-gan, Harrey, and Bowles, was given at the last term of the court, and the accused, after being sentenced to death, were released. Now the decision at large has been appounced.

Death from Exposure, and Murder. LOUISVILLE, December 15 — A Swiss named Schilling, reported to be connected with a wealthy

Schilling, reported to be connected with a wealthy family in Aragou, Switzerland, was found on a bar near the Marque Hospital, nearly naked. The Coroner's jury rendered a verdict from exposure and intemperation.

John H. Smith, in the employ of Collins & Hogan, of Cheinnati, formerly of Hudson, N. Y., was murdered on the Jeffersonville terry boat last night, it stand by a man named Whitesides. The provocation is said to have been very sight.

Effects of the Storm-Marine Disasters. SANDY HOOK, December 17.—The Prussian brig Wilhelm, that was ashore on Rolle's snoals, broke up entirely during the storm last night. The for-ward part of the vessel is now on the beach off Sandy Hook, and not a trace of her is left on the shoals. The beach on the outside of the Hook is strewn with pieces of wrecked stuff, supposed to be from he steamer Scotland. The hult of the Scotland still emains in sight. The storm here was very severe.

From Boston.

Bostos, December 17 — A building on the corner of High and Salem streets, Charles own, formerly he First Methodist Church, was burned last evening. It was occupied in the upper part by the Prescott Horse Guards as an armory, and in the lower part by schools. Loss \$10,000; partially insured. A barn in Brighton, owned by Mrs. Gordon, was burned on Saturday night, with two horses, a cow, and a lot of pigs. Loss. \$2000.

Snow had fallen last night to the dephth of three inches, when, at 11 o'clock, the storm turned tatoram.

From Nova Scotia. HALIFAX, N. S., December 17.—A heavy north-easterly gale, accompanied by snow, is prevailing this morning.

The barque Bismark went ashore in the Sut of Causa on Saturday; also the brig Educia Daniel, in Little river. No particulars received.

United States Honds in Frankfort-The Petroleum Market,

FRANKFORT, December 17-1 P. M.-U. S. 5-20s are quoted at 734. LIVERPOOL, December 17-1 o'clock P. M. The reports this morning in regard to the London and Antwerp Petroleum Markets are that

they are without change.

Explosion at Louisville. Louisville, December 17—The boiler of J. D. Brown's planing mill, on Floyd street, collapsed two flues this morning, driving the boiler a considerable distance through a stable, killing Mr. Hand, the watchman, and more or less injuring save a negroes and noules in the slable.

- C. TT, Jr., Augtleneer.

How a Vocalist Impressed a Scot.

A "canny Scot," who has heard the songs of Mr. Kennedy, the Scottish vocalist, writes to the Montreal Heraid as follows:—
"It's vera seldom we can get siccan a treat, very often them that understan' Scotch, and can sing wi'some sort o' the richt feeiing hae nae great shakes o' a vyce, un' them that has a can sing wi some sort o' the richt feeling hae nae great shakes o' a vyce, an' them that has a guid vyce doesna unnerstan' the sentuments o' the sang, or if they do are sae dreedfully affecket that they look as if they had forgotten themselves, an' sae it wad be very ili of them to min' the words. But you man's got baith head an' throat, can sen' out a bonny clear wee note in singun' 'John Anderson my Joe,' or gie a guid doonricht toar in 'Scots wha' hae wi' Wallace bled,' that wad mak' ye loup aff your chyre, or he'll scraich like an auld wife, an' he's got a funny wee nicher o' a lauch that jist sets ye aff at the snicher whether ye wul or no'. He hasna' jist got exactly roon the tongue o' the Heelan' deevil that gaed doon the pass wi' the puir lad Waverley. It wants a thocht mair o' the peat reek an' the heather in't, but a' the rest were jist wonnerfu'. 'Tak your auld cloak aboot ye.' was fine, man, jist gran', it jist set the fowk hotchin', an' that aul' soor coof, Miller Wull, wi' his 'Gie me a lass wi' a lump o' land,' was desperately weel sung. 'Auld Robin Gray' maist brought tears fra the e'en o' the lasses, an' maybe o' some o' the men, too, although they tried to keep a caulm sou gh aboot it; an' 'Waes me for Prince Charlie' was by the com-'Waes me for Prince Charlie' was by the com-mon. I ken I'll be there the morn's nicht again, an' if there's no' a crood I'm cheated."

FINANCIAL.

BANKING HOUSE

AY COOKE & CO.

112 and 114 So. THIRD ST. PHILAD'A.

Dealers in al Government Securities OLD 5-20s WANTED IN EXCHANGE FOR NEW.

A LIBERAL DIFFERENCE ALLOWED.

Compound Interest Notes Wanted INTEREST ALLOWED ON DEPOSIT.

Collections made. Stocks bought and sold on Com-Special business accommodations referred for ladie 5-20s,

> 7 3-10s, 1881s,

DE HAVEN&BROTHER,

BOUGHT AND SOED.

No. 40 SOUTH THIRD ST.

NATIONAL EXCHANGE BANK

Capital \$300,000, Full Paid, HAS REMOVED TO ITS

NEW BANKING HOUSE,

Nos. 633 and 635 CHESNUTSt. A. BCYD Tresident

JOHN W. GILBOUGE Cashier. WILLIAM PAINTER & CO.,

BANKERS. No. 36 South THIRD St.

Government Securities Bought and Sold! August 7.30s.

And Old 5-20s, CONVERTED INTO FIVE-TWENTIES OF 1865

And the new Bonds delivered immediately. CITY LOANS BOUGHT AND SOLD.

SMITH RANDOLPH & CO Bankers,

16 Sc. 3d St., | 3 Nassau St., Philada. New York. Dealets in M. F. Feculities and Foseign Exchange, and members of Stock and Gold Exchanges in both cities. Accounts of Banks and Bankets received on liketal

U.S. Bonds a Specialty. DAVIES BROTHERS, No. 225 DOCK Street,

BANKERS AND BROKERS:

UNITED STATES BONDS, ALL IS UES. AUGUST, JUNE, and JULY 7 3-10 NOTES. COMPOUND INTEREST NOTES. AUGUST 7 -10 NOTES CONVERTE INTO THE NEW 5-20 BO. DS, Mercanifle Paper and Loans on Collaterals negotiated Stock Bought and Sold on Commission.

COMPOUND INTEREST NOTES JANUARY COUPONS, BOUGHT AND SOLD. STERLING, LANE & CO,

BANKERS, 9 6 tf51 No. 110 South THIRD Street. INSURANCE COMPANIES.

NORTH AMERICAN TRANSIT INSURANCE COMPANY, No. 33 South FOURTH Street

Annual Policies asseed against General Accidents all descriptions at exceedingly low rates.

Insurance effected for one year in any sum from \$100 to \$10,000, at a premium of only one-half per cent. eccuring the full amount insured in case of death, and a commensation each week equal to the whole premium paid. chain paid

Short time Ticketsfor

to months, at 10 cents at 2

to months, at 10 cents at 2

to more giving \$16 per weeks. Itsabled to be had at the General Office, No. 133 8. FOURTH Street, Philadelphia. or at the various Enlineed Ticket offices. Be sure to purchase the tickets of the North American Transference Company. Esurance Company.
For circulars and further information apply at the ceneral Office, or of any of the authorized Agents of the

ompany.

LEWIS L. HOUPT, President.

JAMES M. CONRAD, Treasurer

BENRY C. BROWN, Sceretary.

JOHN C. BULLITT, Solicitor.

LIEBETORS.

L. L. Houpt, late of Fennsylvania Railroad Company

J. E. Kingsley, Continental Hotel.

samuel C. Faliner, Cashier of Com. National Bank.

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

lames M. Coorad, firm of Conrad & Walton, No. 62

Market street. Market street.
Enoch Ecwis, late Gen. Sup't Penna R. B.
Andrew Mehvfley, S. W. corner of Third and Walnut

G. C. Franciacus Gen. Agent Penna R. R. Co. Thomas K. Peterson, No. 3036 Market street. W. W. Kurtz, firm of Kuitz, & Howard, No. 25 8. Third street. 1829-CHARTER PERPETUAL

Franklin Fire Insurance Co. PHILADELPHIA. Assets on January 1, 1866.

\$2,506,851'96. LOSSES PAID SINCE 1829 OVER \$5,000,000.

Perpetual and Temporary Policies on Liberal Terms Charles & Bancker,
Iobias Wagner,
Samuel Grant,
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CHARLES
EDWARD C DALE, Vice-President.
JAS. W. MCALLISTER, Secretary protem. 2 8 112

V A L. M 0

The Girard Fire and Marine Insurance Company

HAVE REMOVED TO THEIR NEW OFFICE,

NORTHEAST CORNER

HESNUT and SEVENTH Streets,

PHILADELPHIA. IVERPOOL 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 reference t

ATWOOD SMITH, OFFICE, No. 6 Merchants' Exchange

PHILADELPHIA LEOVIDENT LIFE AND TRUST COMPANY

PROVIDENT LIFE AND TRUST COMPANY
OF THILADELPHIA
No. 111 South FOURTH Street
INCORPORATED 3° MONTH, 22d., 1865.
CAPITAL \$150 600, PAID IN.
Insurance on Lives by Yearly Premiums; or by 5, 10
or 26 year Premiums, Non-torieiture.
Endowments, payable at a sture age, or on prior decease, by Yearly Premiums, or 10 year Promiums—
both c as see Non torieiture.
Annuities gianted on favorable terms.
Term Fo kies. Children's Indowments
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 charier to execute Trusts, and to actificate out of the Commonwealin or of any person or of the commonwealin or of any person or or escue, or bodies politic or corporate.

SAMUEL R. SHIPLEY. BICHARD CADBURY.

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JI RE MIAH HACKER,
JOSHUA H. MORRIS,
KICHARD WOOD,
KICHARD WOOD,
SAMUEL R. SHIPLEY,
President.
THOMAS WISTAR, M. D.,
J. B. TOWNSEND,
TUT'S Medica Examiner, Legal Adviser.

THE INSURANCE EXCLUSIVELY.—THE FENNSYLVANIA FIRE INSURANCE COM-PANY-Incorporated 1825—Charier Perpetual—No 510 WALNUT Street, opposite Independence Square. This Company, favorably known to the community This Company, favorably known to the community or over forty years, continue to insure against loss or all age by fire on Public or Private Buildings, either primanently or for a limited time. Also on Furniture Stocks of Goods, and Merchandise generally, on liberal terms. liker Capital, together with a large Surplus Fund, invested in the most careful manner, which ensbies Lem to offer to the insured an undoubted security in the

Daniel Smith, Jr., John Devereux,
Alexander Benson, Thomas Smith,
Isane Hazlehurst, Henry Lewis,
I homas Robbins, J. Geillagham Fell,
Daniel Baddock, Jr.
DANIEL SMITH, Jr., President,
WILLIAM C. CROWELL, Secretary. 3305

L HONIX INSURANCE COMPANY OF PSILADELPHIA.

INCORPORATED: 864—CHARTER PERPETUAL. No. 224 WALSUI Street opposite the Exchange. In addition to MARINE and INLANDITANURANCE, this Company insures from loss or damage by FIRE or ibera terms or buildings, merchandise, furniture, ste., for insited periods, and permanently on buildings, by deposit of premium.

ste.. for finited periods, and permanently on buildings, by deposit of premium.

Ine Company has been in active operation for more han SIX 'Y YEARS, during which all losses have been promptly adjusted and paid.

John L. liedge,

B. Mahony,

John T. Lewis,

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Robert W. Lea ning,

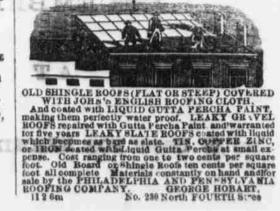
B. C'ark Wharton,

Samuel Wilcox,

JOHN WUCHERER, President,

Samuel Wilcox, Secretary.

4 15



GOVERNMENT SALES.

SALE OF GOVERNMENT VESSELS AND QUARIERMAS, ER'S PROPERTY.

DEPOT QUARTERMASTER'S OFFICE

DEPOT QUARTERMASTER'S OFFICE
BALTIMORS, Mary and.
December 10, 1895
Will te sold at public auction, at the port of Baltimore (Fardy's Wharf, south side of Basin), our HURSDAY, 20th inst., at 12 o'clock M.,
The splendid side-wheel steamer
"CLY OF ALBANY,"
rebuilt in 1864, of — tons, length, 200 feet; breadth of Leam, 35 feet; depth of hold, 10 feet; cylinder, 49 inches, and 12 feet stroke.
Also, the steam the

Also, the steam tug

"ISLANDER,"

of — tors; length, 58 feet; breadth of beam, 14
ieet; depth of hold, 7 feet; and 17-inch cylinder.

Both vessels of light draught, hals sound and
strong, and engines and boilers in good condi-A small quantity of Quartermaster's property, consisting of 11 archors and 22 005 pounds of chain cable, will be disposed of at the same time and place to the highest bidder.

Terms—Cash, in Government funds on the day of

sale.
Inquiries respecting the same may be addressed to the undersigned, or to the auctioneers, Messra ADREON, I HOMAS & CO., No. 18 S. CHARLES

S rect.
By order of the Quartermaster-General.
A. S. KIMBALL,
Captain and A. Q. M., U. S. A.,
Depot Quartermaster.

SALE OF QUARTERMASTER'S STORES. CLOTHING DEPOT.

CLOTHING DEPOT,
SCHUYLKILL ARSENAL
PHILADVLPHIA, December 18, 1863
Will be sold at public auction, on account of the
United States, at the Schuylkill Arsena', Gray a
Ferry Road, Philadelphia, on SATURDAY, December 22, 1866, at 11 o'clock A. M., the following named articles of Quartermaster's Stores viz:

Tent Cuttings. Tent Cuttings.
Leather Scraps.
Old Iron.
Old Rops.
Old Baling.

Old Paper. Leather Knapsack Linings. Old Packing Boxes, etc The property must be removed within five (5) days from day of sale.

Jerms—Cash in Government funds.

By order of

Brevet Brig.-Gen. GEO. H. CROSMAN, Assistant Quartermaster-General, U. S. Army.
BENRY W. JANES,
Captain and A. Q. M., Brevet Major, U. S. A.
12 18 4t) Executive and Inspecting Officer.

SALE OF OLD AND UNSERVICEABLE CANNON, SMALL ARMS, AND MISCEL LANGUES ORDNANCE STORES.

BUREAU OR ORDNANCE,

NAVY DEPARTMENT,

WASHINGTON CITY, December 13, 1868

On the tenth (10th) day of January, 1867, THUR SDAY, at noon, there will be sold at public suction,
in the NORFOLK NAVY YARD, to the highest
bidder, a lot of old and unserviceable cannon,
small syms, and miscellaneous articles of naval
ordnance. The cannon, shot, and shell will be sold by the pound, and the small arms and other miscellaneous articles of orchance in lots to suit purchasers. Terms-One-half cash in Government funds, to be deposited on the conclusion of the sale, and the comainder within ten days afterwards, during which time the articles must be removed from the Navy Yard, otherwise they will revert to the Gov-erument. H. A. WISE, 12 15stuth tl 10 Chief of Bureau.

SHIPPING.

at Queenstown—The Inman Line, salling semi-weekly carrying the United States Mails.
"CITY OF NEW YORK".... Saturday, December 22 "CITY OF BOS. ON".... Saturday, December 28 "CITY OF BOS. ON"... Saturday, December 28 "CITY OF LIBLERICK"... Wednesday, January 2 "CITY OF CORK"... Saturday, January 2 "CITY OF CORK"... Saturday, January 5 and cach succeeding saturday and Wednesday, at noon, from Fier No. 45 North river.

BATES OF PASSAGE

By the mail steamer sailing every Saturday;

currency Tickets can be bought at the Company's ing for their hierds.

For archer information apply at the Company's JOHN G. DALE, Agent offices.

No. 111 WALNUT Street, Philada STAR LINE TO NEW ORLEANS. The New York Mail Steamship ompany'sfine ocean steamers will leave Pier 46 NORTH RIVER, New York, at 3 o'clock P. M., as follows:-

MORNING STAR. On Saturday
MONTEREY On Wednesday
BAVANA On Saturday
MISSOURI On Wednesday All bills of lading signed at the office upon the pier

For freight or passage apply to C. K. GARRISON, President, GARRISON & ALLEN, 10 19 4p No. 5 BOWLING GREEN, New York. H. L. LEAF, Agent, Office Adams' Express, No. 329 Chesuut street

ATLANTIC COAST MAIL STEAMSHIP LINES.

SEMI-WEEKLY, FOR Every SATURDAY, Star line 'or NEW ORLEANS Direct
First cabin. 860 St cond cabin. 840. Second class. 82)
First cabin. 60. Second cabin. 40. Second class. 28
With unsurp assed accommodations to either class.
For ireight or passage, apply to ALLEN E. THOMAS & CO.,

10 19 4p No. 6 BOWLING GREEN, New York FOR NEW YORK,—PHILADEL.

deiphia Steam Propelier Company De

spatch Swiftsure Lines, via Delaware and Raritan Cana
ie aving daty at 12 M. and 3 P. M., connecting with a)

Northern and Eastern lines,

For freight, which will be taken upon accommodatin,
terms, apply to

WILLIAM M., BAIRD & CO.,
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Ko 1328. DELAWARE avenue

TO SHIP CAPTAINS AND OWNERS.

TO SHIP CAPTAINS AND OWNERS.

The undersigned having leased the KENSINGTON SCHEW DOCK, begs to inform his frience
and the pations of the Dock that he is prepared with
increased tacilities to accommodate those baving vessels
to be taked or repaired, and being a practical ship-carpenter and cauker will give personal attention to the
vessels entrusted to him for repairs

Captains or Agents. Ship-Carpenters and Machinists
having vessels to repair, ale solicited to call.

Having the agency for the sale of "Wetterstedt's
Patent Metalic Composition" for Copper paint, for the
preservation of vessels' bottoms, for this ci.y. I am prepared to turnish the same on favorable terms.

JOHN H HAMMITT,

Kensington Screw Dock,

115 DF LAWARE Avenue above Laurel street.

FITLER, WEAVER & CO. MANUFACTURERS OF

Manilla and Tarred Cordage, Cords, Twines, Etc.

No. 23 North Wa TER Street, and

No. 22 North DELAWARE Avenue,

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MICHAEL WEAVER,

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EDWIN H. FITLER, MICHAE CONRAD F. CLOTHIER O12 ARCH STREET.—GAS FIXTURES,
CHANDELIERS, BEONZE STATUARY, ETC
VANKIBE & CC, would respect ully direct the atten
tion of their friends, and the public generally, to their
larse and elegant assortment of GAS FIXTURES,
CHANDELIERS, and ORNAMENTAL BRONZE
WARES. Those wishing handsome and thoroughly
made Goods, at very reasonable prices, will find it to
their advantage to give us a call before purchasing elsewhere. where.

N. B.—Sol'ed or tarnished fixtures rofinished with stecial care and at reasonable prices.

A LEXANDER G. CATTELL&CO.,

PRODUCE COMMISSION MERCHANTS,
NO. 26 NORTH WHARVES

NO 27 NORTH WATER STREET,
PHILADELPHIA.

ALEXANDER G. CATTELL (235) BLUARG CATTELL

GEORGE PLOWMAN, CARPENTER AND BUILDER. No. 232 CARTER Street, And No. 141 DOCK Street.

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PAILROAD LINES.

READING RAILROAD
FROM PHILADELPHIA TO THE INTERIOR OF
FENNSYLVANIA, THE SCHUYLKILL, SUSQUEHANNA, CUMRERLAND AND WYOMING VALLEVE, THE NORTH, NORTHWEST, AND THE
CANADAS.

WINTER ARRANGEMENT OF PASSENGER TRAINS.

Ostober 8, 1865.

Leaving the Company's Depot, at THIRTEENTH and CALLOWHILL Streets, Philadelphia, at the following

CALLOWHILL Streets, Philadelphia, at the following hours:

MORNING ACCOMMODATION.

At 7:30 A. M., for Reading and intermediate Stations. Returning, leaves Reading at 6:30 P. M., arriving Philadelphia at 9:10 P. M.

MORNING EXPRESS.

At 5:15 A. M., for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Miagars Falls, Buffillo, Allentown, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc. etc.

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

Leaves Philadelphia at 8:30 P. M., for Reading Potts-V Havrisburg, etc., connecting with Reading and C mbia Railroadt rains for Columbia, etc.

C mbis Railroadt rains for Columbia, etc.

Leaves Reading at 6:30 A. M., stopping at all way stations, arriving at Philadelphia at 9:40 A. M.; arrives in Reading at 7:25 P. M.

Trains for Philadelphia leave Harrisburg at 8:10 A. M., and Potisvills at 8:45 A. M., arriving in Philadelphia at 1:00 P. M. Abertoon trains leave Harrisburg at 2:10 P. M., P. Litville at 2:45 P. M., arriving in Philadelphia at 6:50 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 6:30 P. M., arriving in Philadelphia at 9:10 P. M.

P. M.
Market train, with passenger car attached, leaves Philadelphia at 12.46 noon for Reading and all way stations.
Leaves Meading at 11.30 A. M., and Downingtown at 12.30 P. M., for Philadelphia and all way stations.
All the above trains run daily, Sundays excepted.
Sunday trains leave Pottsville at 5.00 A. M., and Philadelphia at 3.15 P. M. Leave Philadelphia for Reading at 8.00 A. M., returning from Reading at 4.25 P. M.
CHESTER VALLEY RAHLEOAD.
Passengers for Downington and intermediate points

Passengers for Downlygion and intermediate points take the 7:30 and 8:15 A. M. and 4:30 P. M. trains from Phila celphia, returning from Downingtown at 7:00 A. M. Philadelphia, returning from Downlagtown at 700 A. M. and 12'30 noon.

EW YORK EXPRESS FOR PITTSBURG AND THE WEST

Leaves New York at 7 and 9 A. M. and 8'00 P. M., passing Reading at 1'00 and 11'53 A, M. and 1'48 P. M., and connecting at Barrisburg with Fennsylvanta and Northern Central Railroad express trains for Pittsburg, Chicago Williamsport, Elmira. Bahimore, etc.

Returning, express train leaves Harrisburg on arrival of the Fennsylvania express from Pittsburg, at 3 and 9'05 A. M. and 6'15 F. M., passing iteading at 4-49 and 10'52 A. M., and 11'30 P. M., and arriving in New York at 10 A. M. and 2'45 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg, without change

change
A mail train for New York leaves Harrisburg at 2-10 P.
M. Mail train for Harrisburg leaves New York at 12 M.
SUHUYLKILL VALLEY RAILROAD.
Trains leave Pott 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.

415 P. M.

SCHUYLKILL AND SUBQUEHANNA RAILROAD.

Trains leave Auburn at 7 50 A. M. for Pinegrove and Harrisburg, and 1:50 P. M. for Pinegrove and Tremont, returning from Harrisburg at 3:20 P. M., and from Tremont at 7:35 A. M. and 6:25 P. M.

TICKETS.

Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canada.

The following tickets are obtainable only at the office of S BRADFORD, Treasurer, No. 227 S. FOURTH Street, Philadelphis, or of G. A. NICOLLS, General Superintend-dent, Reading: dent, Reading:COMMUTATION TICKETS.

At 25 per cent. discount, between any points desired, for tamilies and firms.

MHLEAGE TICKETS.

Good for 2000 mi.es between all points, \$52.50 each, for families and firms.

SEASON TICKETS.

For three, six, pine, or twelve months, for holders only, to all points, at reduced rates.

CLERGYMEN

Residing on the line of the road will be furnished cards entitling themselves and wives to tickets at 1 alf fare.

EXCURSION TICKETS

From Philadelphis 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. At 25 per cent. discount, between any points desired, for

Streets.

FREIGHT.

Goods of all descriptions forwarded to all the above points from the Company's Freight Depot, BROAD and WILLOW Streets.

FREIGHT TRAINS

Leave Philadelphia daily at 5 38 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 3 15 P. M.

FREIGHT LINES FOR NEW YORK AND all the Stations on the CAMDEN and AMBOY and connecting Railroads. INCREASED DESPATCH.
THE CAMDEN AND AMBOY RAILROAD AND TRANSPORTATION COMPANY PREIGHT LINES THE CAMDEN AND AMBOY RAILROAD AND TRANSPORTATION COMPANY FREIGHT LINES for New York will leave WALINUT Street Wharf at 6 o'clock P. M. daily (Sundays excepted).

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

Returning, the above lines will leave New York at 12 neon, and 4 and 6 P. M.

Freight for Trenton, Princeton, Kingston, New Brunswick, and all points on the Camden and Amboy Railroad; also, on the Belvidere, belaware, and Flemington, the New Jersey, the Freehold and Jamesburg, and the Burlington and Mount Holly Railroads, received and forwarded up to 1 P. M.

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

The New Jersey Bailroad connects at Elizabeth with the New Jersey Central Italiread, and at Newark with the Morris and Essex Railroad.

A slip memorandum, specifying the marks and numbers, shippers and consignees, must, in every instance, be sent with each load of goods, or no receipt will be given.

N. B — Increased facilities have been made for the transportation of live stock. Drovers are invited to try the route. When stock is furnished in quantities of two carionds or more, it will be delivered at the foot of Fortieth succt, near the Brove Yard, or at Pier No. 1. North River, as the shippers may designate at the time of shipment For terms, or other information, apply to WALTER FREEMAN, Freight Agent, No. 226 S. DELAWARE Avenue, Philadelphia.

NORTH PENNSYLVANIA RAILROAD,-ORTH PENNSYLVANIA RAILROAD.

Depot, THIRLD Street, above Thompson.

For BETHLEHEM, LOYLESTOWN, MAUCH CHUNK, EASLON, WILLIAMSFORT, and WILKESBARRE.

At 7:26 A. M. (Express), for Bethlehem, Allentown, Mauch Chunk, Hazleton, Williamsport, and Wilkesbarre.

At 3:30 P. M. (Express) for Bethlehem, Easton, etc., reaching Easton at 6:35 P. M.

At 5:16 P. M., for Bethlehem, Ailentown, Mauch Chunk, For Doylestown at 8:35 A. M., 2:30 and 4:15 P. M.

For Fort Washington at 10 A. M. and 11 P. M.

For Lansdale at 6:16 P. M.

White cars of the Second and Third Streets Line City, Passenger Cars run direct to the depot.

TRAINS FOR PHILLADELPHIA.

Leave Doy'estown at 6:40 A. M., 3:15 and 5:30 P. M.

Leave Doy'estown at 6:40 A. M., 3:15 and 5:30 P. M.

Leave Bethlehem at 6 to A. M., 3 15 and 5 30 P. M.
Leave Poy'estown at 6 to A. M., 3 15 and 5 30 P. M.
Leave Lanadale at 6 00 A. M.
Leave Fort Washington at 10 50 A. M., and 2 15 P. M.
ON SUNDAYS.
Philadelphia for Bethlehem at 9 A. M.
Philadelphia for Doylestown at 2 30 P. M.
Doylestown for Philadelphia at 7 20 A. M.
Bethlehem for Philadelphia at 7 20 A. M.
Bethlehem for Philadelphia at 4 30 P. M.
Through Tickets must be procured at the ticket offices,
THIAD Street or BERKS Street.

5 21

ELLIS CLARK, Agent.

ELLIS CLARK, Agent.

1866.—PHILADELPHIA AND ERIE RAIL.

1866.—ROAD.—This great line traverses the North 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 Af Philadelphia Arrive Eastward—Erie Mail, 5 40 P. M.; Erie Express Train, 120 P. M.; Elmira Mail, 5 40 P. M.; Erie Express Train, 120 P. M.; Elmira Mail, 5 40 P. M.; Erie Express Train, 12 M.; Elmira Mail, 8 50 A. M.

Passenger cars run through on the Erie Mail and Express trains without change both ways between Philadelphia and Erie.

NEW YORK CONNECTION.

Leave New York at 9 A. M., arrive at Erie 10 60 A. M.

Leave Erie at 5 30 P. M., arrive at New York 2 40 P. M.

Leave Erie at 5 30 P. M., arrive at New York 10 10, A M.

Elegant Sleeping Cars on all the night trains.

For information respecting passenger business, apply at corner Thirite and Market Streets, Phila.

And for freight business, of the Company's Agents, S. B. Kingston, Jr., corner Thirteenth and Market atreets, Philadelphia: J. W. Reynolda, Erie; William Brown.

Agent N. C. R. R., Baltimore.

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

R. W. GWYNNER, General Ticket Agent, Phila.

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

WEST JERSEY RAILROAD LINES, FROM Got of MARKET Street (Upper Ferry), examinate MONDAY, Feptember 24, 1863.

LEAVE PHILADELPHIA AS FOLLOWS:—
For Bridgeton, Salem. Miliville, and all intermediate statices, at 8 A. M. Mall., 3:30 P. M., Passenger.
For Woodbury, 8 A. M., 3:30 and 6 P. M.
For Cape May, at 3:30 P. M.
ETTURNING TRAINS LEAVE

Woodbury at 7:16 and 8:40 A. M., and 4:46 P. M.
Bridgeton at 7:05 A. M., and 3:30 P. M. Freight, 5:45 P. M.
Miliville at 6:50 A. M., and 3:05 P. M. Freight, 6:10 P. M.
Cape May at 11:45 A. M., Passenger and Freight, 6:10 P. M.
Freight will be received at Second Covered Wharf below Walnut street, from 9:00 A. M. until 5:00 P. M.
Thair ecolvid before 7:00 A. M., will go through the same day.
Freight Delivery, No. 228 S. DELAWARE, Avenue.

15. VAN RENSSELAER, Suparintsudent.

RAILROAD LINES.

PHILADELPHIA, WILMINGTON AND BAL
TIMORE RAIL ROAD.
TIME TABLE.
Commencing MONDAY, November 25, 1866. Treins will
leave Depot. corner of BROAD Street and WASHINGTOM
Avenue, as ioliows:—
Express Train at 4 15 A. M. (Mondays excepted), for
Baltimore and Washington, stopping at Chester, Wilmingtom, Newark, Eliton, Kortheast, Perryville, Havre-deCrace, Aberdeen, Perryman's, Edgewood, Magnolia,
Chase's ant Stemmer's Run.
Way Mall Train at 8 16 A. M. (Sundays excepted), for
Baltimore, stopping at all regular stations. Connecting
with Delaware Railcoad at Wilmington for Cristeld and
intermediate stations.

with Delaware Railload at Wilmington for Criaticia and intermediate stations.

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

Express Train at 3 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Claymont, Wilmington, Kewark, Elston, Northeast, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolla, Chase's and Stemmer's Rum.

Night Express at 11 P. M (dal y), for Baltimore and Washington Cotnects at Wilmington with Delaware Railroad line (Saturdays excepted), stopping at Middletown, Smyrna, hover, Harrington, Senford, Salisbury, Frincess Anne, and connecting at Criancia with Boat for Norfolk, Portsmouth, and the South.

Passengers by Boat from Baltimore for Fortrass Mon-

and the South.

Passengers by Boat from Bal imore for Fortress Monroe at 6 Norfolk will take the 11-4: A. M. train.

WILMINGTON ACCOMMODATION TRAINS.

Stopping at all Stations between Philadelphia and Wilmington.

Leave Philadelphia at 12°30, 4°00, 6, and 11°50 (daily.) P

M. The 4°00 P. M. train connects with Delaware Railroad for Milford and intermediate stations. The 5°P. M. train Leave Wilmington at 7 15, and 8 30 A. M., 3 and 6 50

FROM BALTIMORE TO PHILADELPHIA.

Leave Ealtimate 725 A. M., Way mail, 9:20 A. M.,

Express. P.10 P. M., Express. 635 P. M., Express. 8:28

P. M., Express.

From Baltimore to Havre-de Grace and intermediate stations at 4:0 P. M.,

TRAINS FOR BALTIMORE.

Leave Chester at 449 and 854 A. M., and 333 P. M.

Leave Wimington at 523 and 940 A. M., and 415 P. M.

SUNDAY TRAIN.

Leaves Baltimore at 825 P. M., stopping at Havre-deGrace, Perryville, and Wilmington. Also stops at Eiston
and Newark to take passengers for Philadelphia and leave
passengers from Washington or 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 Cheanut
street, under Continental Hotel Persons purchasing
tickets at this office can have their baggage checked at their
residence by Graham's Baggage Express.

4.16

PENNSYLVANIA CENTRAL RAILROAD.—
WINTEB ARRANGEMENT.
The Trains of the Fennsylvania 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 Chesnut and Walnut Streets Railway run within one square of it.
On Sundays—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 Chesnut street, will receive attention.

TRAINS LEAVE DEPOT, VIZ.;—
Mail Train.

At 800 A. M.

FOR NEW YORK.—THE CAMDEN AND Amboy and Philadelphia and Trenton Railroad Company's Lines
FROM PHILADELPHIA TO NEW YORK
and Way Places, from Walnut Street Wharf, will loave as
FARE.

follows, viz.:-At 6 A. M., via Camden and Amboy, Accommoda-

excepted.

At 730 and 11 A. M., 3, 3:30, 4:30, 5, and 6:45 P. M. and 12 Mionight, for Bristoi, Trenton, etc.

At 730 and 10:15 A. M., 3, 4:30, 5, and 12 P. M., for Schenck's At 10:45 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, Tacony, Briscaburg, and Frankford, and at 8 P. M. for Holmesburg and intermediate stations.

Frankford, and at 8 P. M. for Holmesburg and intermediate stations.

At 10 18 A. M. 3, 4, 5, 6, 8 and 12 P. M. for Wissinoming.

BELVIDERE DELAWARE; RAILHOAD.

For the Delaware River Valley, Northern Pennsylvania, and New York State, and the Great Lakes. Daily (Sundays excepted) from Kensington Depot, as follows:—

At 7 30 A. M. for Niagara Fails, Buffalo, Dunkirk Canandagua Elmira, Ithaca, Owege, Rechester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Witkesbarre, Scranton, Biroudsburg, Water Gap, etc.

At 7 30 A. M. and 3 30 P. M. for Belvidere, Easton, Lambertylle, Flemington, etc. The 3 30 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlebem, etc.

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

December 1, 1808. WILLIAM H. GATZMER, Agent.

DHILADELPHIA, GERMANTOWN, AND On and after THURSDAY, November 1, 1866, until further notice. FOR GERMANTOWN FOR GERMANTOWN.

Leave Philedelphis 6, 7, 8, 9, 10, 11, 12 A. M., 1, 2, 3 %, 33, 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., 1, 2, 3, 4, 4%, 6, 6\(\frac{1}{2}\), 7, 8, 9, 10, 11 P. M.

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

CN SUNDAYS.

Leave Philadelphia 9 ¼ A. M., 2, 7, and 19M P. M.
Leave Germantown 8½ A. M., 1, 6, and 9½ P. M.

CHESNUT HILL BALLROAD.

Leave Philadelphia 6, 8, 10, 12 A. M., 2, 3%, 5%, 7, 2, and 11 P. M.

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

1-40, 3-40, 5-40, 6-40, 8-40, and 10-40 minutes P. M.

140, 340, 540, 640, 840, and 1940 minutes P. M.

ON SUNDAYS.

Leave Philadelphia 9 ½ minutes A. M., 2 and 7 P. M.

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

FOR CONSHOHOCKEN AND NORRISTOWN.

Leave Philadelphia 6, 8:25 11:05, minutes A. M., 154, 3, 454, 654, 6:45, 8:05 minutes and 11½ P. M.

Leave Norristown 5:40, 7, 7:50 minutes, 9, 11 A. M., 154, 556, 654, and 8 P. M.

The 5½ P. M. train will stop at Falls, School Lane, Wissehickon, Manayunk, Spring Mills, and Conshohocken only

ON SUNDAYS.

ON SUNDAYS.

Leave Philadelphia 9 A. M., 2½ and 6½ P. M.

Leave Norristown 7 A. M., 5 and 8½ P. M. FOR MANAYUNK.

Tenve Philadelphia 6, 835, 1105 minutes A. M., 1
3, 435, 536, 636, 845, and 1136 P. M.
Leave Manayunk 640, 725, 820, 936, 1136 A. M., 2, 5, 6%, 8% P. M.

ON SUNDAYS.

Leave Philadelphia 9 A. M., 5% and 6% P. M.

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

W. S. WILSON, General Superintendent,

Depot NINTH and GREEN Streets

HARD RUBBER ARTIFICIAL
LIMBS, Arms, Legs, Appliances for
Deformity, etc. etc. These Limbs are
transferred from lire in form and dit;
are the lightest, most durable comfortable, perfect, and artistic substitutes
yet invented They are approved and
a and our principal Surgeons. Patented August 18,
163; May 23, 1865; May 1, 1866. Address
KIMBALL & CO.,
No. 689 ARCH Street, Philadelphia.
9 27 600

DRIVY WELLS—OWNERS OF PROPERTY—
The only piace to get Privy Wells cleaned and democted at very low prices.
A. PEYSON,
Manufactures of Pondrette
8105 GOLDSMITHN HALL, L. BRARY Street.