THE CINCINNATI SENSATION.

New Suspension Bridge—Observations of a Verdant Bohemian—Singular Adventures of an Embryo Editor.

The Cincinnati *Times* is responsible for the following:—

Most everybody thinks he can "edit" on a newspaper; if he can't himself, he has a relative that he would like to see try it once. We have frequent applications from people who want to "ed't." Sometimes they write us long letters about it; at other times they come and see us in person. Yesterday we had a call from one of the latter class. He was a young man, with the odor of the fields about him; in fact, it was his first visit to the city. He said he came "to hire out to edit," and wanted to know what we were "paying our hands." We asked him if he had ever reported.

"Once," he said, hesitatingly, "I was drafted, and I—I *reported*."

That was enough. There were so few who did *report* when drafted that we wanted him as a curiosity. We directed him to make a trip across the new suspension bridge to Covington, and write it up for the paper. We told him, moreover, not to return without full particulars. He started on his mission, well pleased, and the following is

OUR NEW REPORTER'S ACCOUNT OF SEEING THE SUSPENSION BRIDGE.

I got on board a street car, and told the driver to drive me to the new suspension bridge as rapidly as possible. He smiled a little, and said "all right," and drove on. Asked a man how long since the bridge had "suspended," and how much it was likely to pay on the dollar. He replied that, judging from the rate of charges established, he thought they would make it pay right smart on the dollar. I asked him if he wasn't down on the bridge. He said no, he was "down on the landing."

After a long ride through many streets the car stopped. The people all got out, so I got out too, supposing that we had reached the bridge. But no bridge could I see anywhere. I went up to a big tavern, labelled "Brighton House," and inquired for the bridge. They directed me to a bridge about half a mile away, which proved to be a canal bridge. Found that the great suspension bridge that I was looking for to report on was two or three miles in the opposite direction. Made another dash for a street car, hailed it, and asked the conductor if he passed the big bridge.

"No!" he yelled; 'don't *pass* nobody."

"Could I reach it with your car?" I inquirsd.

"Couldn't reach it with a fifty-foot pole," he answered.

I let him go on, and was overtaken by another car.

"Will you let me off when I reach the big bridge?" said I.

"Let you off anywhere for six cents," said he.

"But thot is not in order"—

"Order of the Superior Court."

This was very unsatisfactory, but I got aboard and determined to look out for the big bridge myself. On we went, up one street and down another, taking on people and letting them off until I began to think we should never reach the bridge at all. My trip seemed like billiards, as I have seen city fellers play the game, "no *bridge* in it."

Presently I found myself just where I started from, and then I was mad. I asked the conductor if he couldn't drive me any nearer to the bridge than that, but, pulling down a corner of his eye, he said he couldn't see the *drive*.

I concluded to walk. Asked a stranger, "You haven't seen anything of a big bridge around here, have you?" Told him I was looking right sharp for one. He colored angrily, evidently supposing that I wanted to make sport of him, and said,

"Young man, there is one bridge you want to look right sharp for."

"What bridge is that?" said I, innocently.

"*The bridge of your nose.*"

He let fly at me, but I eluded the blow intended for my nose (I can blow my own nose, thank ye). I am not much of a fighter, but as an "eluder" I haven't met my equal—at least, not until I went in search of the big bridge, which eluded me for a long time.

At length, however, after wandering about for several hours without knowing where I was going, I happened to blunder in the right direction, and the majestic structure burst upon my view in all its grandeur and beauty. At first I was struck dumb with amazement. Then I was struck by an omnibus pole. I mounted a cart, so as to be out of the way, and contemplated the work.

"What a *wiry* old fellow," thought I; "and what sublime confidence he places in *Masonry;* enough to convince any one of the stability of everything *Masonic.*"

I shuddered to think what a catastrophe it would be if, some day, when loaded with people, the big bridge should "bust" his *suspenders.*

I walked around to the entrance to the bridge, and was about to mount, when a man said I *mountent* without an order from the Superintendent. I asked him where the Superintendent was; and he said he was on the other side of the bridge. If I got an order from him I could cross.

"Very well," said I. "I will just step across the bridge and find him, and if he says I can't cross, I will come right back again."

Strange as it may seem, the proposition was rejected, and I had to go over on a ferry-boat. The Superintendent had just left for the Ohio side. I insisted on going over the bridge, as he must have *passed* me coming over. I was allowed to do so. Every courtesy was extended to me on the trip, one man spatting me with tar, another daubing me (accidentally, of course) with paint, and another nearly pitching me overboard by running against me.

I gathered a number of facts concerning the bridge that will be of great interest to your readers. The exact length of the bridge I did not ascertain, but I am informed that it reaches from the Ohio to the Kentucky shore. Its height from the water varies according to the depth of the water. During high water a man could easily jump down from any part of it. It is supported by cables of wire at present, but after it has been open for travel a spell it is expected to become *self-supporting*. They would not have made the cables so large, only it was necessary to do so in order to hold those immense stone towers up. The bridge is very firm. I sprang on it in the centre with all my might, and it did not shake enough to be noticed much. It shook me a good deal, though. All the wood-work of the bridge is iron. The public are expected to observe the following

RULES.

No one allowed to run across the bridge faster than a walk. Street cars are excepted, however; they can *run* all day and all night.

Boys will not be allowed to dive off the bridge in the day time.

Street-sprinklers will settle the dust. Passengers who haven't *dust* enough to *settle* will not be admitted on the bridge.

Any inattention on the part of the towers should be reported at once to the proper officers, and if proven, they will be promptly discharged.

Any one caught carrying off one of the main cables will be prosecuted to the extent of the law.

People will not be admitted upon the bridge any faster than toll can be collected of them. This rule is imperative.

Footpads and garroters are respectfully requested not to cross the bridge under any circumstances.

END OF "COAL OIL JOHNNY."

The Career of an Improvident Boy.

The Oil City *Register* contains the following, which will be interesting to many of our readers:—

We noticed in brief, in yesterday's paper, the sale of the John W. Steele, more familiarly known as the Widow McClintock farm, by the United States Deputy Collector, W. L. Groves, to satisfy the claims of the Government for taxes due. It was bid in by the Government to secure the claim, amounting to $11,600. At a previous sale by the sheriff of this county, $74,000 was bid for the property, but the sale was stopped, the Government proving prior claim. The claims against the property are heavy.

A brief history of this farm may not prove uninteresting to a large class of our readers. The Widow McClintock farm, consisting of about 100 acres, is immediately opposite the flourishing town of Rouseville, on Oil creek. It was one of the first among the oil-producing farms of the valley. The Van Slyke well, on this farm, struck early in 1863, produced for some time at the rate of 2500 barrels of oil per day. The Hammond well, struck some time after, produced at the rate of 600 barrels per day.

In 1864 Mrs. McClintock died. Her death was caused by being badly burned, while kindling a fire with crude oil. After her death, it was found by her will that the farm and all her possessions were left entire to her adopted son, John W. Steele, a youth of nineteen or twenty. The daily income of the farm, accruing to the land interest at the time of her death, averaged about $2000. In the iron safe where Mrs. McClintock kept her money, was found $40,000 in gold and $100,000 in greenbacks. All this fell to Mr. Steele as heir. He was a young man of fair average principles, but uneducated. No sooner had he obtained possession of his property than he was surrounded with parasites. He proved an easy victim to these sharpers, who went with him all the time, and he gave no heed to the counsels of those who were his best friends. To finish the history, we will merely state that Mr. Steele is now reduced to poverty, and is shunned by those who fawned upon him in his day of prosperity.

Artificial Nests.—The *Bulletin de la Societe d'Acclimatation* contains interesting statements connected with the chief object the society has in view, that of rearing foreign animals in France. One of the most curious subjects treated in the last number is that of artificial birdsnests, as they are now made in Switzerland under the direction of the societies formed there for the protection of insectivorous birds. One of the members of a society of this description, M. X——, who inhabits Vevey, having observed that many species of that kind select for nests the holes they find in the trunks of rotten trees, and that they consequently do not find it easy to settle in orchards, where all the trees are in good condition, began twenty-five years ago to set up rotten trunks in his grounds; and since then he has had no need to trouble himself in the least about clearing away caterpillars, that care being entirely left to his winged guests, who perform their duty admirably. M. X——'s neighbors, on the contrary, who have not had this foresight, have their orchards laid waste by a host of voracious insects. The Yverdun Society have gone the length of placing artificial nests even in the public walks and communal forests, on the borders of the lawns, etc. All these nests are now inhabited by hedge-sparrows, redstarts, creepers, and tomtits—all which may be found in Switzerland as high up as the perpetual snow line. The same practice has found its way into Germany.

Wife Selling in France.—There still exists, among well-informed French people, a tradition that in England a husband commonly puts a halter round his wife's neck, leads her to Smithfield, and sells her to the highest bidder. A laborer named Martin, aged thirty, at Vire (Calvados), recently went still further. He not only sold his wife and a cupboard together for five francs to a young man named Vautier, but assisted the latter by force to take possession of his purchase. For this grave offense the two men have just been tried at the Court of Assize at Caen. The hearing of the case took place with closed doors, and the jury having returned a verdict of guilty, but with extenuating circumstances, Martin was condemed to eight years' hard labor, and Vautier to five years' imprisonment.

A Blundering Despatch.—A telegram recently received in London contained the following mystic announcement:—"Nite has arrived Pith third Bulls on board all well hornet wrihs last wing has been spoken at sea all well." It has since appeared that these words are to be translated thus:—"The *Nile* has arrived with 3d Buffs on board, all well. The *Hornet*, with left wing, has been spoken at sea, all well."

A Venerable Rabbi.—The death of M. Frank, a remarkable rabbi of the Jewish Church of Germany, is announced. He was a native of Wilna, born in the year 1758, so that he had attained his one hundred and eighth year. At that advanced period of life he was without any of the infirmities of old age; his hearing was perfect, he read without spectacles, and took long walks up to the last week of his life.

Sanscrit.—It is proposed to appoint a professor of Sanscrit at Cambridge, England, chiefly for the sake of men reading for the India civil service examinations; the suggested stipend is £500. The correspondent of the *John Bull* points out that this is £200 in excess of most of the other professorships, although Sanscrit is of use to a very small proportion of the members of the university.

Meat.—An English paper says:—"Nearly a third of the meat now sent to London is brought in the form of dead meat, and the quantity is increasing very fast. We are now importing nearly 1,000,000 sheep and lambs from the continent in the year, and nearly 200,000 cattle, and the largest proportion of this live stock and dead meat is brought to London by the railways."

Good.—The owners of the omnibus lines of Gottenburg, Sweden, some time since provided each of their vehicles with a water reservoir, from which the passengers can quench their thirst. They have now extended their courtesy by providing each traveller with a newspaper giving the latest intelligence, and which he can read while in the omnibus.

Sponge.—The British Museum has lately received a series of specimens of the beautiful sponge called Venus' flower-basket (*Euplectella speciosum*). It is more like the work of some lacemaker than a congeries or republic of minute jelly-like animals; and the thread of which it is woven is so hard that it will scratch glass.

A Railway Item.—A writer in the *Dictionnaire du Commerce* goes into elaborate calculations of the money saved arising out of the greater rapidity of railways, and values it at £8,000,000, on the basis that the time of a French citizen is worth 5d. an hour.

—Nuremburg, one of the "Gothic Athens," is now the toy manufactory of the world.

INSURANCE COMPANIES.

NORTH AMERICAN TRANSIT INSURANCE COMPANY,
No. 33 South FOURTH Street
PHILADELPHIA.
Annual Policies issued against General Accidents of descriptions at exceedingly low rates.
Insurance effected for one year, in any sum from $100 to $10,000, at a premium of only one-half per cent., securing the full amount insured in case of death, and a compensation each week equal to the whole premium paid.
Short time Tickets for 3, 5, 7, or 10 days, or 1, 3, or 6 months, at 10 cents a day, insuring in the sum of $3,000, giving $15 per week disabled, to be had at the General Office, No. 133 S. FOURTH Street, Philadelphia, or at the various Railroad Ticket offices. Be sure to purchase the tickets of the North American Transit Insurance Company.
For circulars and further information apply at the General Office, or of any of the authorized Agents of the Company.
LEWIS L. HOUPT, President.
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J. E. Kingsley, Continental Hotel.
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W. W. Kurtz, firm of Kurtz & Howard, No. 25 S. Third street. 1 8 10m

1829—CHARTER PERPETUAL.
Franklin Fire Insurance Co.
OF
PHILADELPHIA.
Assets on January 1, 1866,
$2,506,851'96.
Capital.....$400,000 00
Accrued Surplus.....944,543 18
Premiums.....1,162,308 81
UNSETTLED CLAIMS, $11,467 53. INCOME FOR 1866 $910,000.
LOSSES PAID SINCE 1829 *OVER* $5,000,000.
Perpetual and Temporary Policies on Liberal Terms.
DIRECTORS.
Charles Bancker, Edward C. Dale,
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JAS. W. McALLISTER, Secretary protem. 2 3 tf

REMOVAL.
The Girard Fire and Marine Insurance Company
HAVE REMOVED TO THEIR
NEW OFFICE,
NORTHEAST CORNER
CHESNUT and SEVENTH Streets,
PHILADELPHIA.
1 19s

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

PROVIDENT LIFE AND TRUST COMPANY
OF PHILADELPHIA
No. 111 South FOURTH Street.
INCORPORATED 3d MONTH, 22d., 1855.
CAPITAL, $150,000, PAID IN.
Insurance on Lives, by Yearly Premiums; or by 5, 10 or 20 year Premiums, Non-forfeiture.
Endowments, payable at a future age, or on prior decease, by Yearly Premiums, or 10 year Premiums—both classes Non-forfeiture.
Annuities granted on favorable terms.
Term Policies. Children's Endowments.
This Company, while giving the insured the security of a paid-up Capital, will divide the entire profits of the Life business among its Policy holders.
Moneys received at Interest, and paid on demand.
Authorized by charter to execute Trusts, and to act as Executor or Administrator, Assignee or Guardian, and in other fiduciary capacities, under appointment of any Court of this Commonwealth, or of any person or persons, or bodies politic or corporate.
DIRECTORS.
SAMUEL R. SHIPLEY, RICHARD CADBURY,
JEREMIAH HACKER, HENRY HAINES,
JOSHUA H. MORRIS, T. WISTAR BROWN,
RICHARD WOOD, WM. C. LONGSTRETH,
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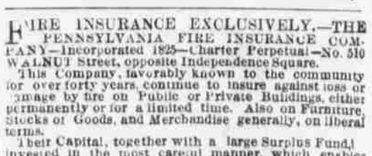
SAMUEL R. SHIPLEY, President. ROWLAND PARRY, Actuary.
THOMAS WISTAR, M. D., Medical Examiner. J. B. TOWNSEND, Legal Adviser.
7 2 tf

FIRE INSURANCE EXCLUSIVELY.—THE PENNSYLVANIA FIRE INSURANCE COMPANY—Incorporated 1825—Charter Perpetual—No. 510 WALNUT Street, opposite Independence Square.
This Company, favorably known to the community for over forty years, continue to insure against loss or damage by fire on Public or Private Buildings, either permanently or for a limited time. Also on Furniture, Stocks or Goods, and Merchandise generally, on liberal terms.
Their Capital, together with a large Surplus Fund, invested in the most careful manner, which enables them to offer to the insured an undoubted security in the case of loss.
DIRECTORS.
Daniel Smith, Jr., John Devereux,
Alexander Benson, Thomas Smith,
Isaac Hazlehurst, Henry Lewis,
Thomas Robbins, J. Gillingham Fell,
Daniel Haddock, Jr.
DANIEL SMITH, Jr., President.
WILLIAM G. CROWELL, Secretary. 3 30

PHŒNIX INSURANCE COMPANY OF PHILADELPHIA.
INCORPORATED 1804—CHARTER PERPETUAL.
No. 224 WALNUT Street, opposite the Exchange.
In addition to MARINE and INLAND INSURANCE, this Company insures from loss or damage by FIRE, on liberal terms on buildings, merchandise, furniture, etc., for limited periods, and permanently on buildings, by deposit of premium.
The Company has been in active operation for more than SIXTY YEARS, during which all losses have been promptly adjusted and paid.
DIRECTORS.
John L. Hodge, Lawrence Lewis, Jr.
A. B. Mahony, David Lewis,
John T. Lewis, Benjamin Etting,
William S. Grant, Thomas H. Powers,
Robert W. Leaming, A. R. McIlvaine,
D. Clark Wharton, Edmund Castillon,
Samuel Wilcox, Louis C. Norris.
JOHN WUCHERER, President.
SAMUEL WILCOX, Secretary. 4 15


OLD SHINGLE ROOFS (FLAT OR STEEP) COVERED WITH JOHNS'S ENGLISH ROOFING CLOTH.
And coated with LIQUID GUTTA PERCHA PAINT, making them perfectly water proof. LEAKY GRAVEL ROOFS repaired with Gutta Percha Paint, and warranted for five years. LEAKY SLATE ROOFS coated with liquid which becomes as hard as slate. TIN, COPPER ZINC, or IRON coated with Liquid Gutta Percha at small expense. Cost ranging from one to two cents per square foot. Old Board or Shingle Roofs ten cents per square foot, all complete. Materials constantly on hand and for sale by the PHILADELPHIA AND PENNSYLVANIA ROOFING COMPANY. GEORGE HOBART,
11 2 6m No. 230 North FOURTH Street

GOVERNMENT SALES.

SALE OF GOVERNMENT VESSELS AND QUARTERMASTER'S PROPERTY.
DEPOT QUARTERMASTER'S OFFICE,
BALTIMORE, Maryland,
December 10, 1866.
Will be sold at public auction, at the port of Baltimore (Hardy's Wharf, south side of Basin), on THURSDAY, 20th inst., at 12 o'clock M.,
The splendid side-wheel steamer
"CITY OF ALBANY,"
rebuilt in 1864, of —— tons; length, 200 feet; breadth of beam, 35 feet; depth of hold, 10 feet; cylinder, 40 inches, and 12 feet stroke.
Also, the steam tug
"ISLANDER,"
of —— tons; length, 68 feet; breadth of beam, 14 feet; depth of hold, 7 feet; and 17-inch cylinder.
Both vessels of light draught, hull sound and strong, and engines and boilers in good condition.
A small quantity of Quartermaster's property, consisting of 11 anchors and 22,095 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, Messrs ADREON, THOMAS & CO., No. 18 S. CHARLES Street.
By order of the Quartermaster-General.
A. S. KIMBALL,
Captain and A. Q. M., U. S. A.,
12 14 5t Depot Quartermaster.

SALE OF QUARTERMASTER'S STORES.
CLOTHING DEPOT,
SCHUYLKILL ARSENAL,
PHILADELPHIA, December 18, 1866.
Will be sold at public auction, on account of the United States, at the Schuylkill Arsenal, Gray's 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
Leather Scraps.
Old Iron.
Old Rope.
Old Baling.
Old Paper.
Leather Knapsack Linings.
Old Packing Boxes, etc.
The property must be removed within five (5) days from day of sale.
Terms—Cash in Government funds.
By order of
Brevet Brig.-Gen. GEO. H. CROSMAN,
Assistant Quartermaster-General, U. S. Army.
HENRY 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 MISCELLANEOUS ORDNANCE STORES.
BUREAU OF ORDNANCE,
NAVY DEPARTMENT,
WASHINGTON CITY, December 18, 1866.
On the tenth (10th) day of January, 1867, THURSDAY, at noon, there will be sold at public auction, in the NORFOLK NAVY YARD, to the highest bidder, a lot of old and unserviceable cannon, small arms, 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 ordnance in lots to suit purchasers.
Terms—One-half cash in Government funds, to be deposited on the conclusion of the sale, and the remainder within ten days afterwards, during which time the articles must be removed from the Navy Yard, otherwise they will revert to the Government. H. A. WISE,
12 15stuth t1 10 Chief of Bureau.

SHIPPING.

STEAM TO LIVERPOOL—CALLING at Queenstown—The Inman Line, sailing semi-weekly, carrying the United States Mails.
"CITY OF NEW YORK".....Saturday, December 22
"CITY OF DUBLIN".....Wednesday, December 26
"CITY OF BOSTON".....Saturday, December 29
"CITY OF LIMERICK".....Wednesday, January 2
"CITY OF CORK".....Saturday, January 5
and each succeeding Saturday and Wednesday, at noon, from Pier No. 45 North river.
RATES OF PASSAGE
By the mail steamer sailing every Saturday:
First Cabin, Gold.....$80 Steerage, currency.....$35
To London.....$5 To London.....41
To Paris.....145 To Paris.....50
Passage by the Wednesday steamers:—First cabin, $60; steerage, $30. Payable in United States currency.
Passengers also forwarded to Havre, Hamburg, Bremen, etc., at moderate rates.
Steerage passage from Liverpool or Queenstown, $40, currency. Tickets can be bought here by persons sending for their friends.
For further information apply at the Company's offices. JOHN G. DALE, Agent.
8 7 No. 111 WALNUT Street, Philada.

STAR LINE
TO NEW ORLEANS.
The New York Mail Steamship Company's fine 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
HAVANA.....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. 320 Chesnut street.

ATLANTIC COAST
MAIL STEAMSHIP LINES,
SEMI-WEEKLY, FOR
NORFOLK AND RICHMOND, cabin.....$6 and $8
CHARLESTON, cabin.....$25. Second class.....$13
SAVANNAH, cabin.....25. Second class.....13
Every SATURDAY, Star line for
NEW ORLEANS Direct NEW ORLEANS
First cabin..$60 Second cabin..$40. Second class..$22
First cabin.. 60. Second cabin.. 40. Second class.. 28
With unsurpassed accommodations to either class.
For freight or passage, apply to
ALLEN E. THOMAS & CO.,
10 19 4p No. 6 BOWLING GREEN, New York.

FOR NEW YORK.—PHILADELPHIA Steam Propeller Company Despatch Swiftsure Lines, via Delaware and Raritan Canal leaving daily at 12 M. and 5 P. M., connecting with all Northern and Eastern lines.
For freight, which will be taken upon accommodating terms, apply to WILLIAM M. BAIRD & CO.,
3 16 No. 132 S. DELAWARE Avenue

TO SHIP CAPTAINS AND OWNERS.—The undersigned having leased the KENSINGTON SCREW DOCK, begs to inform his friends and the patrons of the Dock that he is prepared with increased facilities to accommodate those having vessels to be raised or repaired, and being a practical ship-carpenter and caulker, will give personal attention to the vessels entrusted to him for repairs.
Captains or Agents, Ship-Carpenters and Machinists having vessels to repair, are solicited to call.
Having the agency for the sale of "Wetterstedt's Patent Metallic Composition" for Copper paint, for the preservation of vessels' bottoms, for this city, I am prepared to furnish the same on favorable terms.
JOHN H. HAMMITT,
Kensington Screw Dock,
116 DELAWARE Avenue above Laurel street.

FITLER, WEAVER & CO.,
MANUFACTURERS OF
Manilla and Tarred Cordage, Cords, Twines, Etc.
No. 23 North WATER Street, and
No. 22 North DELAWARE Avenue,
PHILADELPHIA.
EDWIN H. FITLER, MICHAEL WEAVER,
CONRAD F. CLOTHIER. 2 14s

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

ALEXANDER G. CATTELL & CO.,
PRODUCE COMMISSION MERCHANTS,
No. 26 NORTH WHARVES
AND
NO. 27 NORTH WATER STREET,
PHILADELPHIA.
ALEXANDER G. CATTELL. (2 26) ELIJAH G. CATTELL.

GEORGE PLOWMAN,
CARPENTER AND BUILDER,
No. 232 CARTER Street,
And No. 141 DOCK Street.
Machine Work and Millwrighting promptly attended to. 3 25

RAILROAD LINES.

READING RAILROAD
GREAT TRUNK LINE.
FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE SCHUYLKILL, SUSQUEHANNA, CUMBERLAND AND WYOMING VALLEYS, THE NORTH, NORTHWEST, AND THE CANADAS.
WINTER ARRANGEMENT OF PASSENGER TRAINS.
October 8, 1866.
Leaving the Company's Depot, at THIRTEENTH and CALLOWHILL Streets, Philadelphia, at the following hours:—
MORNING ACCOMMODATION,
At 7:30 A. M., for Reading and intermediate Stations.
Returning, leaves Reading at 6:30 P. M., arriving Philadelphia at 9 10 P. M.
MORNING EXPRESS.
At 8:15 A. M., for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Allentown, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc. etc.
This train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the Lebanon Valley train for Harrisburg, etc., at PORT CLINTON with Catawissa Railroad trains for Williamsburg, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.
AFTERNOON EXPRESS
Leaves Philadelphia at 3:30 P. M., for Reading Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc.
READING ACCOMMODATION
Leaves Reading at 6:00 A. M., stopping at all way stations, arriving at Philadelphia at 9 40 A. M.
Returning, leaves Philadelphia at 4:30 P. M.; arrives in Reading at 7 35 P. M.
Trains for Philadelphia leave Harrisburg at 8:10 A. M., and Pottsville at 8:45 A. M., arriving in Philadelphia at 1 00 P. M. Afternoon trains leave Harrisburg at 2:10 P. M., Pottsville at 2 45 P. M., arriving in Philadelphia at 6 45 P. M.
HARRISBURG ACCOMMODATION
Leaves Reading at 7 20 A. M., and Harrisburg at 4:15 P. M. Connecting at Reading with Afternoon Accommodation south at 6 30 P. M., arriving in Philadelphia at 9:10 P. M.
Market train, with passenger car attached, leaves Philadelphia at 12:45 noon for Reading and all way stations. Leaves Reading at 11:00 A. M., and Downingtown at 12 36 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 15 P. M. Leave Philadelphia for Reading at 8 00 A. M., returning from Reading at 4:25 P. M.
CHESTER VALLEY RAILROAD.
Passengers for Downingtown and intermediate points take the 7:30 and 8:15 A. M. and 4:30 P. M. trains from Philadelphia, returning from Downingtown at 7:00 A. M. and 12:30 noon.
NEW YORK EXPRESS FOR PITTSBURG AND THE WEST
Leaves New York at 7 and 9 A. M. and 8:00 P. M., passing Reading at 1 05 and 11 53 A. M. and 1:48 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad express trains for Pittsburg, Chicago Williamsport, Elmira, Baltimore, etc.
Returning, express train leaves Harrisburg on arrival of the Pennsylvania express from Pittsburg, at 5 and 9:05 A. M. and 9:15 P. M., passing Reading at 4:49 and 10:52 A. M., and 11:30 P. M., and arriving in New York at 10 A. M. and 2:45 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg, without change.
A mail train for New York leaves Harrisburg at 2:10 P. M. Mail train for Harrisburg leaves New York at 12 M.
SCHUYLKILL VALLEY RAILROAD.
Trains leave Pottsville at 7 and 11:30 A. M., and 7:15 P. M., returning from Tamaqua at 7:35 A. M. and 1:40 and 4:15 P. M.
SCHUYLKILL AND SUSQUEHANNA RAILROAD.
Trains leave Auburn at 7 50 A. M. for Pinegrove and Harrisburg, and 1:50 P. M. for Pinegrove and Tremont, returning from Harrisburg at 3:20 P. M., and from Tremont at 7:35 A. M. and 5:25 P. M.
TICKETS.
Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canada.
The following tickets are obtainable only at the office of S. BRADFORD, Treasurer, No. 227 S. FOURTH Street, Philadelphia, or of G. A. NICOLLS, General Superintendent, Reading:—
COMMUTATION TICKETS.
At 25 per cent. discount, between any points desired, for families and firms.
MILEAGE TICKETS.
Good for 2000 miles between all points, $52 50 each, for families and firms.
SEASON TICKETS.
For three, six, nine, or twelve months, for holders only, to all points, at reduced rates.
CLERGYMEN
Residing on the line of the road will be furnished cards entitling themselves and wives to tickets at half fare.
EXCURSION TICKETS
From Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fare, to be had only at the Ticket office, at THIRTEENTH and CALLOWHILL Streets.
FREIGHT.
Goods of all descriptions forwarded to all the above points from the Company's Freight Depot, BROAD and WILLOW Streets.
FREIGHT TRAINS
Leave Philadelphia daily at 5:30 A. M., 12:45 noon, and 6 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and all points forward.
MAILS
Close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 3:15 P. M. 8 15

FREIGHT LINES FOR NEW YORK AND all the Stations on the CAMDEN AND AMBOY and connecting Railroads. INCREASED DESPATCH.
THE CAMDEN AND AMBOY RAILROAD AND TRANSPORTATION COMPANY FREIGHT LINES for New York will leave WALNUT Street Wharf at 6 o'clock P. M. daily (Sundays excepted).
Freight must be delivered before 4½ o'clock, to be forwarded the same day.
Returning, the above lines will leave New York at 12 noon, and 4 and 6 P. M.
Freight for Trenton, Princeton, Kingston, New Brunswick, and all points on the Camden and Amboy Railroad; also, on the Belvidere, Delaware, and Flemington, the New Jersey, the Freehold and Jamesburg, and the Burlington and Mount Holly Railroads, received and forwarded up to 1 P. M.
The Belvidere Delaware Railroad connects at Phillipsburg with the Lehigh Valley Railroad, and at Manunkachunk with all points on the Delaware, Lackawanna and Western Railroad, forwarding to Syracuse, Buffalo and other points in Western New York.
The New Jersey Railroad connects at Elizabeth with the New Jersey Central Railroad, and at Newark with the Morris and Essex Railroad.
A slip memorandum, specifying the marks and numbers, shippers and consignees, must, in every instance, be sent with each load of goods, or no receipt will be given.
N. B.—Increased facilities have been made for the transportation of live stock. Drovers are invited to try the route. When stock is furnished in quantities of two carloads or more, it will be delivered at the foot of Fortieth street, near the Drove Yard, or at Pier No. 1, North River, as the shippers may designate at the time of shipment. For terms, or other information, apply to
WALTER FREEMAN, Freight Agent,
No. 226 S. DELAWARE Avenue, Philadelphia.

NORTH PENNSYLVANIA RAILROAD.—Depot, THIRD Street, above Thompson.
For BETHLEHEM, LOVELSTOWN, MAUCH CHUNK, EASTON, WILLIAMSPORT, and WILKESBARRE.
At 7:30 A. M. (Express), for Bethlehem, Allentown, Mauch Chunk, Hazleton, Williamsport, and Wilkesbarre.
At 3:30 P. M. (Express) for Bethlehem, Easton, etc., reaching Easton at 6 45 P. M.
At 5 15 P. M., for Bethlehem, Allentown, Mauch Chunk.
For Doylestown at 8:35 A. M., 2:30 and 4:15 P. M.
For Fort Washington at 10 A. M. and 11 P. M.
For Lansdale at 6 15 P. M.
White cars of the Second and Third Streets Line City Passenger Cars run direct to the depot.
TRAINS FOR PHILADELPHIA.
Leave Bethlehem at 6:25 A. M. and 12:25 Noon, and 6:15 P. M.
Leave Doylestown at 6:40 A. M., 9:15 and 5:30 P. M.
Leave Lansdale at 6:00 A. M.
Leave Fort Washington at 10:50 A. M., and 2:15 P. M.
ON SUNDAYS.
Philadelphia for Bethlehem at 9 A. M.
Philadelphia for Doylestown at 2:30 P. M.
Doylestown for Philadelphia at 7 20 A. M.
Bethlehem for Philadelphia at 4:30 P. M.
Through Tickets must be procured at the ticket offices, THIRD Street or BERKS Street.
5 21 ELLIS CLARK, Agent.

1866.—PHILADELPHIA AND ERIE RAILROAD.—This great line traverses the Northern and Northwest Counties of Pennsylvania to the City of Erie on Lake Erie. It has been leased and is operated by the Pennsylvania Railroad Company.
TIME OF PASSENGER TRAINS AT PHILADELPHIA
Arrive Eastward—Erie Mail Train, 7 A. M.; Erie Express Train, 1:20 P. M.; Elmira Mail, 5 40 P. M.
Leave Westward—Erie Mail, 9 P. M.; Erie Express Train, 12 M.; Elmira Mail, 8:00 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 10:00 A. M.
Leave New York at 5:00 P. M., arrive at Erie 7:15 P. M.
Leave Erie at 5:30 P. M., arrive at New York 4:40 P. M.
Leave Erie at 9:10 A. M., arrive at New York 10:40 A. M.
Elegant Sleeping Cars on all the night trains.
For information respecting passenger business, apply at corner THIRTEENTH and MARKET Streets, Phila.
And for freight business, of the Company's Agents, S. B. Kingston, Jr., corner Thirteenth and Market streets, Philadelphia; J. W. Reynolds, Erie; William Brown, Agent N. C. R. R., Baltimore.
H. H. HOUSTON, General Freight Agent, Phila.
H. W. GWYNNER, General Ticket Agent, Phila.
A. L. TYLER, General Sup., Williamsport.

WEST JERSEY RAILROAD LINES, FROM foot of MARKET Street (Upper Ferry), commencing MONDAY, September 24, 1866.
LEAVE PHILADELPHIA AS FOLLOWS:—
For Bridgeton, Salem, Millville, and all intermediate stations, at 8 A. M. Mail., 3:30 P. M., Passenger.
For Woodbury, 8 A. M., 3:30 and 6 P. M.
For Cape May, at 3:30 P. M.
RETURNING TRAINS LEAVE
Woodbury at 7:15 and 8:40 A. M., and 4:54 P. M.
Bridgeton at 7:05 A. M. and 3:30 P. M. Freight, 6:30 P. M.
Salem at 6:50 A. M. and 3:05 P. M. Freight, 5:45 P. M.
Millville at 6:55 A. M. and 3:08 P. M. Freight, 6 10 P. M.
Cape May at 11:45 A. M., Passenger and Freight.
Freight will be received at Second Covered Wharf below Walnut street, from 9:00 A. M. until 5:00 P. M. That received before 9:00 A. M. will go through the same day.
Freight Deliv