LOVE-LETTERS.

An Amusing Sketch.

This species of composition is one which most men, in the course of a long and checkered career, become familiar with. If they have not got to write love-letters of their own, the chances of life or of a profession bring them generally into contact with the love-letters of other people; and general experience agrees in this, that there is no branch of literature so universally cultivated to so very little purpose or use. Love-letters ought, on theory, to be full of genius. They contain, or are supposed to contain, the young gushings of nature and of the heart. And it is very much in favor of the writers that they write in moments of considerable excitation, and mean what they write to be seen only by one pair of liquid eyes. At such a task, one would think only a very stupid man could fail; but, on the contrary, one finds that very few men succeed. Perhaps, at the time, it is not of much consequence whether the author is fortunate in a literary point of view or not, as the only critic to whom his efforts are submitted is usually blindly partial, and perhaps not much of a literary judge. But as clever women every now and then are fascinating, and can do happen sometimes to fall in love with them, it is necessary to have some sensible views as to what a letter of the sort, directed to a competent critic, should contain. And inasmuch as, in the present condition of society and the law, nobody can be quite certain that his love-letters may not hereafter be published, either for the benefit of the newspapers or for posterity, it is important that people should begin to give their minds to making their epistolary duties well, and in a manner calculated to bring no disgrace upon themselves or their education. What runs most love-letters is not the sentiment, or the unworldliness that underlies them, so much as the adherence to a common form, which is not by any means based upon the rules of the highest art. The love-letters of tradesmen and half-educated people, whenever they turn up in the papers, are always full of little commonplaces which the writers appear to consider appropriate to the situation. They never seem able quite to make up their mind whether it is the correct thing to call the beloved object thou or you; and the second person singular and the second person plural keep blundering up against one another in a manner that must be heartrending to any young tradesman's mistress who is much of a grammarian.

There is something about the letters of lovers who belong to this class of life that reminds the reader of a valentine. It is the correct thing, apparently, among them to engage in a periodical correspondence, and the British tradesman does it without a murmur; but his share in it generally consists of assurances that when he got back to his shop after leaving the lady of his affection, he could not sleep a wink; but that even in the dark watches of the night he still "shine, fondly thine." The young milliner, to whom it is addressed, is far better pleased that these little common forms should not be left out. Love-letters, like a *trousseau*, a wedding breakfast, and a trip out of town, are the proper incidents of courtship and of marriage. Other young milliners have had them, and it would be a painful thing to think they were to be omitted. The happy tradesman is bound to satisfy so harmless a sentiment of feminine dignity; and flourishes away with his thees and his thou's in order to keep pace with his and his fair mistress' conceptions of what a love-letter ordinarily is, and what it is designed to be.

The love-letters of educated people are, doubtless, less grotesque, but educated people have their own common forms, which to cold and rational observers would appear possibly little less ridiculous in the long run. The poetry of the times has a good deal to say to the love-letter of the period. Girls who are tolerably well read, know by heart all the routine of love-making long before they ever come to be seriously in love. * * * The first thing that a woman likes when she is being courted, is to be called something like what amateur musicians are always calling one another in duets. She is quite willing to be a bee, or a bird, or a lily; but it is *de rigueur* that she should be either in the ornithological or the botanical line. It is all very well if the lover happens to have been a little in the duet way, too. He can in this case understand the feeling, and nerve himself, without much difficulty, to respond to it. But if he is entirely ignorant about birds and botany, his task becomes more serious. He has the humiliation of being obliged to confine himself entirely to calling his future wife an angel or a goddess, according as he is most addicted to classical or to Christian mythology; while the mortifying thought cannot fail to strike him that both appellations are a little elevated and a little trite. It it were not, indeed, for the penny post, writing love-letters might not be so exhausting to the intellect. In old times a gentleman could only indite epistles of the kind once a week, or once a fortnight, and had plenty of leisure to get up his literary steam and to select his illustrations. If, at the moment, it did not occur to him what sort of plant he wished to call his fair correspondent, he had at least seven days to think about it, and to consult his dictionary. The penny-post has altered all this, and a lover's imagination now has to undergo frequent and diurnal drains which it really is quite unfitted to support. Courtship has become a literary crisis in life. Men must write as long as women will read, and it is on this account that the art of love-letter writing deserves to be seriously taught and seriously recognized. It is a sad thing to think how many people are totally ignorant of the proper rudiments of a training which is sure to become necessary to them in the daily routine of their profession.

A Tribute to Speaker Colfax.

The following deserved compliment to the Speaker of the House of Representatives had its origin in a request made to its author, on the part of a lady correspondent of Mr. Colfax, for his (the author's) autograph to enclose in her letter. Mr. Whittier, who was present, gave it *impromptu*:—

Colfax!—Well chosen to preside
O'er Freedom's Congress, and to guide,
As one who holds the reins of fate,
The current of its great debate;
Prompted by one too wise, and good,
Any fair, withal, to be withstood,
Here, from our Northern river-banks,
I send to thee my hearty thanks
For all the patience which has borne
The weary foot of Bunkum's horn,
The hissing of the Copperhead,
And Fogy dropping words of lead!
Still wisely reads when the scale
Hangs poised, to make her right prevail:
Still foremost, though Secession's head
Be crushed, with scornful heel to tread
The life out from its writhing tail!
As wise, firm, faithful to the end,
God keep thee! prays thy sincere friend,
7th Month 11, 1866. JOHN G. WHITTIER.

Report of the State Treasurer of North Casolina.

RALEIGH, December 28.—The report of Mr. Battle, Treasurer of North Carolina, exhibits as follows:—The anti-war debt of North Carolina, including interest to the 1st of October, 1866, is $18 023,000.

The following general statement shows the condition of the State Treasury:—Balance in hands of public Treasurer January 1, 1866, $5964 38; receipts for the fiscal year ending September 30, 1866, $1 967 770 26; disbursements for the fiscal year ending September 30, 1866 $1 850,528 72, leaving in the hands of the public Treasurer, October 1, 1866, $128,205 92. A table is appended to the report, showing an estimate of the probable expenses of the State Government for the fiscal year ending October 1, 1869, as follows: Legislative Department, $161,100; Executive Department, $36 305; Judicial Department, $64 000; miscellaneous, $228 130—total, $490,535. The Treasurer leaves it to the Legislature whether provision shall be made for the payment of interest on the public debt, and if so resolved, he says the rates can be increased for that purpose.

—There are 202 daily, tri-weekly, and weekly papers published on the Pacific coast at this time. One hundred and fifty of them are printed in California.

Death of an Aged Lady.—Mrs. Miriam Hart, of the town of Union, Me., died recently at the advanced age of one hundred years three months and ten days. She was born at Sherburne, Mass., August 24, 1766. Her maiden name was Breck. She had a distinct remembrance of the fight at Lexington, where the first blood of the Revolution was shed, and of her father's taking his gun and going out to join the minute-men. She and her husband were among the first settlers of Union, and endured all the labors and privations of a pioneer life. Her two children, both over seventy years old, followed their mother to the grave.

MILLINERY, TRIMMINGS, ETC.

MILLINERY FOR THE HOLIDAYS.

A Cheap and Substantial Gift.

Attention is called to my elegant assortment of RIBBONS, suitable for Scarfs; FEATHERS, FLOWERS, BONNETS, and YOUNG LADIES' HATS, prepared specially for the HOLIDAY SEASON, and selling at greatly reduced prices.

MADEMOISELLE KEOGH,
11 6 tuth 3m No. 904 WALNUT Street.

SPLENDID OPENING OF FALL AND WINTER STYLES.—MRS. M. A. BINDER, No 1031 CHESNUT Street, Philadelphia, IMPORTER OF LADIES' DRESS AND CLOAK TRIMMINGS. Also an elegant stock of Imported Paper Patterns for Ladies' and Children's Dress, Parisian Dress and Cloak Making in all its varieties. Ladies furnishing their rich and costly materials may rely on being artistically fitted, and their work finished in the most prompt and efficient manner, at the lowest possible prices at twenty-four hours' notice. Cutting and basting. Patterns in sets, or by the single piece, for merchants and dressmakers, now ready. 9 20 6m s

MRS. R. DILLON,
Nos. 323 and 331 SOUTH Street,
Has a handsome assortment of MILLINERY for the Holidays. Also, Silk Velvets, Crapes, Ribbons, Feathers, Flowers and Frames. Ladies who make their own Bonnets supplied with all the materials. 7 18s

SHIRTS, FURNISHING GOODS, &c

GENTS' FURNISHING GOODS

SHIRTS MADE OF NEW YORK MILLS MUSLIN only $4 usual price $5 50.
SHIRTS MADE OF WAMSUTTA MUSLIN only $3 75 usual price $5 50
BOYS SHIRTS on hand and made to order
A liberal deduction to wholesale trade.
WELSH, SHAKER, AND CANTON FLANNEL UNDERSHIRTS AND DRAWERS, all sizes and qualities.
Also, FANCY SCARFS, NECKTIES, GLOVES HDKFS., SUSPENDERS, etc., in great variety, and at reasonable prices. [11 6 2m
T. L. JACOBS,
No. 1226 CHESNUT Street.

RICHARD EAYRE,
(Ten years with J. Burr Moore & John C. Arrison),
HAS OPENED AT
No. 58 N. SIXTH St., below Arch, Philadelphia
Where he intends to keep a variety of
GENTS' FURNISHING GOODS,
And to manufacture the improved
SHOULDER-SEAM SHIRT,
Invented by J. Burr Moore, which for ease and comfort cannot be surpassed. 9 17

H. F. BUTLER,
MEN'S FURNISHING GOODS
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1 2

J. W. SCOTT & CO.,
SHIRT MANUFACTURERS,
AND DEALERS IN
MEN'S FURNISHING GOODS
No. 814 CHESNUT Street,
FOUR DOORS BELOW THE "CONTINENTAL,"
8 27 tuth PHILADELPHIA.

PATENT SHOULDER-SEAM SHIRT MANUFACTORY,
AND GENTLEMEN'S FURNISHING STORE.
PERFECT FITTING SHIRTS AND DRAWERS made from measurement at very short notice.
All other articles of GENTLEMEN'S DRESS GOODS in full variety.
WINCHESTER & CO.,
11 15 No. 706 CHESNUT Street.

GENTS' FURNISHING GOODS.
F. HOFFMAN, JR.,
(Late G. A. Hoffman, successor to W. W. Knight.)
FINE SHIRTS, AND WRAPPERS,
HOSIERY AND GLOVES,
Silk, Lambs' Wool, and Merino
UNDER-CLOTHING.
10 6 uths No. 835 ARCH Street.

PROPOSALS

PROPOSALS FOR COPPER.

NAVY DEPARTMENT,
BUREAU OF CONSTRUCTION AND REPAIR,
December 19, 1866.

Sealed Proposals to furnish 400,000 pounds of Ingot Copper, one-half "Lake," best quality, will be received at this Bureau until 1 o'clock P. M., of January 3, 1867, at which time the proposals will be opened.

The proposals must be addressed to the "Chief of the Bureau of Construction and Repairs Navy Department, Washington," and be endorsed "Proposals for Copper," that they may be distinguished from other business letters, and must be made in compliance with the "Instructions to Bidders making offers for supplies to the Navy Department," which can be obtained from the Commandant's office at any Navy Yard, or from the Purchasing Paymaster at any Naval Station, or from this Bureau.

The Copper to be subject to the necessary test and inspection of the proper officer of the Washington Navy Yard, where the whole quantity is to be delivered; 150,000 pounds to be delivered on or before the 1st of February, and the remainder on or before the 1st of April, 1867. 12 20 thus 4t

UNITED STATES MILITARY RAILROAD OFFICE,
WASHINGTON, D. C., December 20, 1866.

Sealed Proposals will be received at this office until 12 M., MONDAY, January 14, for the purchase, from the United States, of five thousand (5000) Folded Lip Railroad Chairs, suitable for 45lb. "T" Rail.

These Chairs are now stored at the works of Corning & Winslow, Troy, New York.

Samples may be seen at this office, or at the United States Quartermaster's Office in New York city, Philadelphia, Pa., or Louisville, Ky.

Terms—Cash, in Government funds.

F. J. CRILLY,
12 29 13t Bvt. Col. and A. Q. M., U. S. Army.

LANDSCAPE DRAWING CARDS, A BEAUTIFUL series of views, fifteen in number, designed for the instruction of juvenile artists. Price, 15 cents a package. With the EVENING TELEGRAPH, NEW YORK CLIPPER c., will be found on sale at the
7 23 NEWS STAND,
S. W. corner SEVENTH and CHESNUT Street

PHILADELPHIA SURGEONS BANDAGE INSTITUTE, No. 14 N. NINTH Street, above Market.—B. C. EVERETT, a thirty years' practical experience, guarantees the skillful adjustment of his Premium Patent Gradusting Pressure Truss, and a variety of others. Supporters, Elastic Stockings, Shoulder Braces Crutches, Suspensories, etc. Ladies' apartments conducted by a Lady. 5 20 s

ALEXANDER G. CATTELL & CO.,
PRODUCE COMMISSION MERCHANTS,
No. 26 NORTH WHARVES
AND
NO. 27 NORTH WATER STREET,
PHILADELPHIA.
ALEXANDER G. CATTELL. (J. 22) ELKANAH G. CATTELL.

WHISKY, BRANDY, WINE, ETC.

H. & A. C. VAN BEIL,
OLD RYE WHISKY,
FOR FAMILIES AND THE TRADE.
No. 1310 CHESNUT Street.

H. & A. C. VAN BEIL,
FINE OLD SHERRY WINES,
For Families and the Trade.
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VERY SUPERIOR BRANDY,
For Medicinal and other uses.
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CHAMPAGNES
OF ALL FAVORITE BRANDS.
No. 1310 CHESNUT Street.

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WINE MERCHANTS,
11 19 mwf6mrp] No. 1310 CHESNUT St.

GREAT REVOLUTION
IN THE
WINE TRADE OF THE UNITED STATES
Pure California Champagne,
made and prepared as it is done in France, from pure California Wine, and taking the place of Imported Champagne.

The undersigned would call the attention of Wine Dealers and Hotel Keepers to the following letter, which may give a correct idea of the quality of their Wine:—

"CONTINENTAL HOTEL, PHILADELPHIA, Oct 25, 1866.
"MESSRS. BOUCHER & CO.:—
"Gentlemen:—Having given your California Champagne a thorough test we take pleasure in saying that we think it the best American Wine we have ever used. We shall at once place it on our bill of fare.
"Yours truly, J. E. KINGSLEY & CO."

CALL and TRY OUR CALIFORNIA CHAMPAGNE
BOUCHER & CO.,
11 19 tuths2m] No. 76 DEY Street, New York.
A. MAYER, Agent, 710 SANSOM St., Philadelphia.

M. NATHANS & SONS
IMPORTERS
OF
BRANDIES, WINES, GINS,
Etc. Etc.
No. 19 North FRONT Street,
PHILADELPHIA.
MOSES NATHANS,
HORACE A. NATHANS,
ORLANDO D. NATHANS. 10 26

UNADULTERATED LIQUORS ONLY
RICHARD PENISTAN'S
STORE AND VAULT,
No. 439 CHESNUT STREET,
Nearly Opposite the Post Office
PHILADELPHIA.
Families supplied. Orders from the Country promptly tended to

JORDAN'S CELEBRATED TONIC ALE.—This truly healthful and nutritious beverage, now in use by thousands—invalids and others—has established a character for quality of material and purity of manufacture which stands unrivalled. It is recommended by physicians of this and other places as a superior TONIC, and requires but a trial to convince the most skeptical of its great merit. To be had, wholesale and retail, of P. J. JORDAN, No. 2 PEAR Street. [11 7

AMERICAN LEAD PENCIL COMPANY,
NEW YORK.
FACTORY, HUDSON CITY, N. J.
This Company is now fully prepared to furnish
LEAD PENCILS.
Equal in Quality to the Best Brands.
The Company has taken great pains and invested much capital in fitting up their factory, and now ask the American public to give their pencils a fair trial.
All Styles and Grades are Manufactured.
Great care has been bestowed to the manufacturing of SUPERIOR HEXAGON DRAWING PENCILS, specially prepared for the use of Engineers, Architects, Artists, etc.
A complete assortment, constantly on hand, is offered at fair terms to the trade at their Wholesale Salesroom
No. 34 JOHN Street, New York.
The Pencils are to be had of all principal Stationers and Notion Dealers.
Ask for American Lead Pencil. [10 1 fmw6m

ROBERT SHOEMAKER & CO.,
WHOLESALE DRUGGISTS,
MANUFACTURERS, IMPORTERS, AND DEALERS IN
Paints, Varnishes, and Oils,
No. 201 NORTH FOURTH STREET,
10 24 3m] CORNER OF RACE.

MONUMENTS, TOMBS, GRAVE-STONES, Etc.
Just completed, a beautiful variety of
ITALIAN MARBLE MONUMENTS,
TOMBS AND GRAVE-STONES.
Will be sold cheap for cash.
Work sent to any part of the United States.
HENRY S. TARR,
2 wfm5 MARBLE WORKS,
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CORN EXCHANGE
BAG MANUFACTORY,
JOHN T. BAILEY & CO.,
REMOVED TO
N. E. corner of MARKET and WATER Streets,
Philadelphia
DEALERS IN BAGS AND BAGGING
of every description, for
Grain, Flour, Salt, Super-Phosphate, of Lime, Bone Dust, Etc.
Large and small GUNNY BAGS constantly on hand.
2 22 5] Also, WOOL SACKS.
JOHN T. BAILEY JAMES CASCADEN.

HORSE COVERS,
BUFFALO ROBES, LAP RUGS, ANGOLA MATS,
BELOW MARKET RATES.
KNEASS & CO.,
No. 631 MARKET Street.
Like-size horse in door. Come and see. [12 8 thm4f

FINANCIAL.

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OF
JAY COOKE & CO.
112 and 114 So. THIRD ST. PHILAD'A.
Dealers in all Government Securities
OLD 5-20s WANTED
IN EXCHANGE FOR NEW.
A LIBERAL DIFFERENCE ALLOWED.
Compound Interest Notes Wanted
INTEREST ALLOWED ON DEPOSIT.
Collection made. Stocks bought and sold on Commission. 12 4 3m
Special business accommodations received for lad

5-20s,
7 3-10s,
1881,
10-40s.
BOUGHT AND SOLD.
DE HAVEN & BROTHER,
No. 40 SOUTH THIRD ST.
10 2 rp]

NATIONAL EXCHANGE BANK
Capital $300,000, Full Paid,
HAS REMOVED TO ITS
NEW BANKING HOUSE,
Nos. 633 and 635 CHESNUT St.
A. BOYD President
JOHN W. GILBUGH, Cashier. 1 17

SMITH, RANDOLPH & CO.,
Bankers,
16 So. 3d St., Philada. | 2 Nassau St., New York.
Dealers in All U. S. Securities and Foreign Exchange, and members of Stock and Gold Exchanges in both cities.
Accounts of Banks and Bankers received on liberal terms.
U. S. Bonds a Specialty.

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.
9 26 3m

DAVIES BROTHERS,
No. 225 DOCK Street,
BANKERS AND BROKERS.
BUY AND SELL
UNITED STATES BONDS, ALL ISSUES,
AUGUST, JUNE, AND JULY 7 3-10 NOTES.
COMPOUND INTEREST NOTES.
AUGUST 7-10 NOTES CONVERTED INTO THE NEW 5-20 BONDS.
Mercantile Paper and Loans on Collaterals negotiated
Stock Bought and Sold on Commission. 1 31

COMPOUND INTEREST NOTES,
JANUARY COUPONS, BOUGHT AND SOLD.
STERLING, LANE & CO.,
BANKERS,
9 6 tf5p No. 110 South THIRD Street.

FIRE AND BURGLAR PROOF SAFES
EVANS & WATSON
MANUFACTURERS OF
FIRE AND BURGLAR-PROOF
SAFES
DESIGNED FOR
Bank, Mercantile, or Dwelling-House U
Established Over 25 Years.
Over 24,000 Safes in Use.
The only Safes with Inside Doors.
Never Lose their Fire-Proof Quality.
Guaranteed free from Dampness.
Sold at Prices Lower than other makers.
WAREROOMS:
No. 811 CHESNUT Street,
PHILADELPHIA. [9 5 3p

SLATE MANTELS!
SLATE MANTELS are unsurpassed for Durability, Beauty, Strength, and Cheapness.
SLATE MANTELS and Slate Work Generally, made to order.
J. B. KIMES & CO.,
9 12 Nos. 2126 and 2128 CHESNUT Street.

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.
On and after Monday, November 5, 1866, leaving the Company's Depot, at THIRTEENTH and CALLOWHILL Streets, Philadelphia, at the following hours:—

MORNING ACCOMMODATION.
At 7:00 A. M., for Reading and intermediate Stations. Returning, leaves Reading at 6:30 P. M., arriving Philadelphia at 10:10 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 6:30 A. M., stopping at all way stations, arriving at Philadelphia at 9:40 A. M.
Returning, leaves Philadelphia at 4:30 P. M.; arrives in Reading at 7:35 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 6:40 P. M.

HARRISBURG ACCOMMODATION.
Leaves Reading at 7:10 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.
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 3:15 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 7:00 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 11:36 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 5:15 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILROAD.
Trains leave Auburn at 7:30 A. M. for Pinegrove and Harrisburg, and 1:00 P. M. for Pinegrove and Tremont, returning from Harrisburg at 8:30 P. M., and from Tremont at 7:35 A. M. and 5:20 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, $32 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. 5 4p

FREIGHT LINES FOR NEW YORK AND all the Stations on the CAMDEN and AMBOY and connecting Railroads. INCREASED DESPATCH.
THE CAMDEN AND AMBOY RAILROAD 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 5 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, N. W. corner BERKS and AMERICAN Sts.
For BETHLEHEM, DOYLESTOWN, MAUCH CHUNK, EASTON, WILLIAMSPORT, and WILKESBARRE.
At 7:45 A. M. (Express), for Bethlehem, Allentown, Mauch Chunk, Hazleton, Williamsport, and Wilkesbarre.
At 3:45 P. M. (Express) for Bethlehem, Easton, etc., reaching Easton at 6:45 P. M.
At 5:20 P. M., for Bethlehem, Allentown, Mauch Chunk.
For Doylestown at 9 A. M., 2:35 and 4:20 P. M.
For Fort Washington at 10:15 A. M. and 11:50 P. M.
For Lansdale at 6:20 P. M.
Fifth and Sixth streets, Second and Third streets, and Union lines of Passenger Cars run to the new depot.
TRAINS ARRIVE IN PHILADELPHIA.
From Bethlehem at 9:15 A. M. and 2:20 and 8:40 P. M.
From Doylestown at 8:35 A. M., 5:15 and 7:05 P. M.
From Lansdale at 9:30 A. M.
From Fort Washington at 10:50 A. M., and 3:05 P. M.
ON SUNDAYS.
Philadelphia for Bethlehem at 8:00 A. M.
Philadelphia for Doylestown at 2:35 P. M.
Doylestown for Philadelphia at 7:20 A. M.
Bethlehem for Philadelphia at 4 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 7:10 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 10:10 A. M.
Elegant Sleeping Cars on all the night trains.
For information respecting passenger business, apply at corner of 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 9:40 A. M., and 4:34 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 First Covered Wharf above Walnut street, from 9:00 A. M. until 5:00 P. M. That received before 7:00 A. M. will go through the same day.
Freight Delivery, No. 228 S. DELAWARE Avenue.
J. VAN BENSSELAER, Superintendent.

RAILROAD LINES.

PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD.
TIME TABLE.
Commencing MONDAY, December 24, 1866. Trains will leave Depot, corner of BROAD Street and WASHINGTON Avenue, as follows:—
Express Train at 4:15 A. M. (Mondays excepted), for Baltimore and Washington, stopping at Chester, Wilmington, Newark, Elkton, Northeast, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run.
Way Mail Train at 8:10 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting with Delaware Railroad at Wilmington for Crisfield 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, Newark, Elkton, Northeast, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run.
Night Express at 11 P. M. (daily), for Baltimore and Washington. Connects at Wilmington with Delaware Railroad line (Saturdays excepted), stopping at Middletown, Smyrna, Dover, Harrington, Seaford, Salisbury, Princess Anne, and connecting at Crisfield with Boat for Norfolk, Portsmouth, and the South.
Passengers by Boat from Baltimore for Fortress Monroe and Norfolk will take the 11:45 A. M. train.

WILMINGTON ACCOMMODATION TRAINS, Stopping at all Stations between Philadelphia and Wilmington.
Leave Philadelphia at 12:30, 4:00, 5, and 11:30 (daily) P. M. The 4:00 P. M. train connects with Delaware Railroad for Milford and intermediate stations. The 5 P. M. train runs to New Castle.
Leave Wilmington at 7:15 and 8:30 A. M., 3 and 5:30 (daily) P. M.

FROM BALTIMORE TO PHILADELPHIA.
Leave Baltimore 7:25 A. M., Way-mail, 9:35 A. M. Express, 11 A. M., Express, 6:30 P. M., Express P. M., Express.
From Baltimore to Havre-de-Grace and intermediate stations at 4:00 P. M.

TRAINS FOR BALTIMORE.
Leave Chester at 4:49 and 9½ A. M., and 5:38 P. M.
Leave Wilmington at 10:00 and 9:40 A. M., and 4:18 P. M.

SUNDAY TRAIN
Leaves Baltimore at 8:25 P. M., stopping at Havre-de-Grace, Perryville, and Wilmington. Also stops at Elkton 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 to all points West, South, and Southwest, may be procured at Ticket Office, No. 828 Chestnut street, under Continental Hotel. Persons purchasing tickets at this office can have their baggage checked at their residence by Graham's Baggage Express.
4 18 H. F. KENNEY, Superintendent.

PENNSYLVANIA CENTRAL RAILROAD.—WINTER 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 Chestnut 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 Baggage Express will call for and deliver Baggage at the Depot. Orders left at the Office, No. 631 Chestnut street, will receive attention.
TRAINS LEAVE DEPOT, VIZ.:—
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 ..... at 1:00 P. M.
Harrisburg Accommodation ..... at 2:30 "
Lancaster Accommodation ..... at 4:00 "
Pittsburg and Erie Mail ..... at 9:00 "
Philadelphia Express ..... at 11:00 "
Pittsburg and Erie Mail 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 Carlisle and Chambersburg without change of cars.
Sleeping Car Tickets can be had on application at the Ticket Office, No. 631 Chesnut street.
TRAINS ARRIVE AT DEPOT, VIZ.:—
Cincinnati Express ..... at 12:50 A. M.
Philadelphia Express ..... at 7:15 "
Paoli Accommodation, No. 1 & 2, at 8:20 A. M. & 7:10 P. M.
Parkesburg Train ..... at 9:20 A. M.
Lancaster Train ..... at 12:40 P. M.
Fast Line ..... at 1:30 "
Day Express ..... at 5:50 "
Harrisburg Accommodation ..... at 9:50 "
Philadelphia Express arrives daily, except Monday.
Cincinnati Express arrives daily. All other trains daily, except Sunday.
Passengers leaving Lock Haven at 7:00 A. M., and Williamsport at 8:40 A. M., reach Philadelphia without change of cars, from Williamsport, by Day Express, at 5:50 P. M.
The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One H