THE DAILY EVENING TELEGRAPH. PHILADELPHIA, FRIDAY, JANUARY 11, 1867. [COMMUNICATED.] WHISKY, BRANDY, WINE, ETC. **NEW PUBLICATIONS.** ROOFING. RAILROAD LINES. A WORD OF ADVICE TO IRISHMEN. **BAILROAD LINES.** Countrymen :- It is twelve months to-day NEW BOOKS. NEW AND SHORT BOUTE TO THE OIL CALIFORNIA WINE COMPANY ANNAMESSIC ROUTE! ROOFING since I left the O'Mahony Congress, then in WAREEN AND FRANKLIN RAILWAY. WARERS AND FRANKLID KALWAL, Trains will run on this road as follows:--GOING SOUTH, 736 A. M., Through Train. Leaves Irvineton, al Junc-tion of P & E. R. R., stopping at principal stations, arrives at Oleopolis at 16 10, and at Oli City at 11 A. M., connecting with trains for Franklin and other points. session in New York, "In disgust." I have J. B. LIPPINCOTT & CO., WINES. THE SHORTEST LINE TO ALL POINTS. been a silent spectator from that time From the Vineyards of Sonoma, Los Angelos, Nos. 715 and 717 MARKET Street, to the present, watching the workings of the Fenian Brotherhood, and my esti-

Let me counsel you to be cautious with whom your trust your money. Earned by your honest labor, and through much mental and bodily saffering, be not the dupes of lazy, 19 winSt idle, and irresponsible fellows, who grow sleek and fat by the sweat of your brow. You have trusted men who have no prin-ciple other than that which conduces to their own individual aggrandizement and prosperity. I know them well. Some of your would-be leaders have sold our countrymen to the highest bidder during our late war. Others have lived off the plunder of this JUST RECEIVED Government, stolen by them in its hour of trial to maintain this glorious republic, while others again acted like the veriest cowards on the field of battle. This is well known to you all. Then let me ask you, Are these the men to control your purse or inspire Some of the parties who have done all this

are the most strenuous supporters of this man Stephens, and the loudest in their praise of a fellow who intended to run away with your money so liberally given. Have no more to do with such men. To

heroism?

soil, in pursuance of his dictum.

yet 1 will perform that duty fearlessly.

meditate an attack on Ireland at the present time would be madness, but more particularly with such corruption in your officials. General Gleeson is no doubt all that may be required, but the patent history of the late officials show clearly that it was the control of the money-bags they wanted,

and not the liberty of Ireland. If there should be evidence wanted to prove the character of those you place so much confidence in. I call your attention to a portion of a letter received by me, written from the other side by a continuer who has from the other side, by a gentleman who has all the opportunities of knowing how the machine is worked :-- "Now, would it not be strange fact if James Stephens were sending information by the transatlantic cable of the movements of those unfortunate men who are picked up as they arrive ?"

I repeat that my informant has every op-portunity of knowing the correctness of the above, and he counsels me not to venture over the Atlantic under the circumstances, or I would be sure to be "collared."

Keep your money, then, and apply it to omething of a more useful character. Give 10 countenance to windy orators or wouldre patriots. Devote yourselves to the obects that brought most of you to this free and, where you can improve your position, ind cause your intelligence and your labor to be respected. Cultivate the virtues, and you tre sure to inspire others to do likewise. Frown down swindlers and liars; but above





Always on hand, under cover, and free from DIRT and BLATE. [825 smw6m

COAL! COAL! COAL! The best LEHIGH and SCHUYLKILL COAL, pre-pared expressly for samily use, constantly on hand in my Yaid, No 1517 CALLOW HILL birget, uncer cover, delivered on short notice well screened, and pieked free of slate, at the lowest cash prices. A trial will secure

your custom. JOHN A. WILSON, OF TO W. T. PC PHILADELPHIA, August 27, 1866. 9 256m MEDICAL.

SOUTH AND SOUTHWEST. PASSENGERS FOR Points.
1210 F. M., Through Train. Leaves Irvinction, stopping at all principal stations, arrives at Oil City at 559 P. M.
7430 A. M., Pithole Accommodation. Leaves Oleopolis; arrives at Oil City at 815 A. M.
0410 A. M., Pithole Accommodation. Leaves Oleopolis; and arrives at Oil City at 815 A. M.
0410 A. M., Pithole Accommodation. Leaves Oleopolis; and arrives at Oil City at 815 A. M.
0410 A. M., Pithole Accommodation. Leaves Oleopolis; and arrives at Oil City at 816 A. M.
0410 A. M., Pithole Accommodation. Leaves Oil City, arrives at Oleopolis at 7.29 A. M., making close connection for Pithole.
0423 A. M., Trough Train. Leaves Oil City, stopping at all principal stations, arrives at Irvineton at 12.40 P. M., making close commection for pithole.
0429 P. M., Through Train. Leaves Oil City, stopp at all principal stations, and arrives at Irvineton at 12.40 P. M., making close connection for points West, and connecting with latter train Easton for points West, and connecting with latter train Easton for points West, and connecting with latter train Easton for S. & E. R. R.
040 P. M., Pithole Accommodation. Leaves Oil City, atops at all principal stations, and arrives at Irvineton at 410 P. M., making close commetion for Pithole.
By this route, passengers leaving Philadelphia at noon, arrive at Irvineton at 62 50 P. M., or 22 hours from the time of starting.
Passengents leaving Eris at 10.25, reach Oil City at 450 P. M., or can stop at Thiootte and return to Erie same day. Tassengers leaving Oil City at 1200 P. M., arrive at Erin deginin at 700 A. M. argut day, or at Erie at 640 P. M. Inc day. eldon. 1:10 P. M., Through Train. Leaves Irvincton, stopping at all principal stations, arrives at Oil City at 6:50 Newbern, harlotte limington, Columbia, Charleston, NEW ORLEANS. AVOID DELAY (THE POTOMAC BEING CLOSED BY ICE) SHOULD BUY TICKETS TO

Ringsville, 1 Savannah, Angusta, Atlanta, Macon; West Point, Montgomery Mobile,

 $7_{-}$ 

NEW AND SHORT ANNAMESSIC ROUTE NEW AND SHORT ANNAMESSIC ROUTE FHILADELPHIA, WILMINGTON, AND BALTIMORM BROAD Street and WASHINGTON Avaue, DAILY (Saturday excepted), at 14 P. M. Arrivieg in Norfolk at 1 P. M. the following day, FIVE, HOURS SOONER THAN BY ANY OTHER LINE, and making close (connections for all points)

SOUTH AND SOUTHWEST!

For Tickets and all other information, apply at the office of the Company, No. 529 CHESNUT Street, ac at the Ticket Office of the Philadelphia, Wilmington, and Baltimore Ballroad, No. 525 CHESNUT Street. S. P. WILTBANK. GENERAL AGENT. 124

FAST FREIGHT LINE

## ALL RAIL ROUTE TO THE SOUTH.

### Via Orange and Alexandria Railroad ,and its Connections.

The undersigned would respectfully ask the attention of shippers to the ONLY ALL BAIL BOUTE between Philadelphia and the South.

Merchants and others desirous of avoiding frequent changes and water transportation, will please mark their freight via O. & A. R. R -- Rail, and send to depet of Philadelphia, Wilmington and Baltimore Bailroad, BROAD and PRIME Streets.

Cars run through from Philadelphia to Lynchburg without breaking bulk.

Dray receipts turnished, and Bills of Lading signed at the through freight office of Philadelphia, Wilmington, and Baltimore Baliroad, No. 105 South FIFTH Street below Chesnut.

Rates guaranteed as low at all times as by other JAMES C. WILSON,

Agent Orange and Alexandria Railroad,

12 27 rpt No. 195 South FIFTH Street.

PITTSBURG, COLUMBUS, AND CINCIN-NATI BAILROAD COMPANY. THE PAN HANDLE ROUTE WEBTWARD. Owing to the great distance saved by THIS R JUTE, the Government has assigned to it the carrying of the United States Mail to the principal cities of the West and Southwest.

United States Mail to the principal office of the West and Southwest THERE BEING BUT ONE CHANGE OF CARS BETWEEN PHILADELPHIA AND CINCINNATI AND BUT TWO TO ST. LOUIS. PASSENGERS BY THIS ROUTE WILL ARRIVE IN CINCINNATI, INDIANAPOLIS, CARGO, AND ST. LOUIS, ONE TEAIN IN ADVANCE OF ANY OTHER LINE. Fast line at 12.00 M. Passengers by this train take supper at Altoons; can take state room sleeping cars. Passengers are not subject to change at Pitisburg, but ron through to Coshocton, affording an unbroken night's rest.

run through to Coshocton, affording an unbroaden night's rest. Night's rest. Night's rest. Sight Express 11 P. M. Passengers can take sleeping cars through to Cincinnall with but one change; by this line you have the advantage of comforts and plea-sure particularly for ladies travelling alone, and families with children, by this route, between Philadelphia and all the princi pal points West and South. Be sure to purchase tickets "VIA STEUBER-VILLE." at PENNSYLVANIA RAILEOAD OFFICE, Corner of THIRTLETH and MARK ET Streets. Philadelphia.

Corner of THIMPTE IN and MARKET Streets. Philadalphia. S. F. SCULL. General Ticket Agent. Stonbowville, O. JOBN H. MILLER. General Eastern Passenger Agent. No. 625 Broadway, New York. Pennsylvania Baliroad Office, No. 631 Chesnut street, and Thirlieth and Market streets. West Philadelphia. F

N EW FREIGHT ROUTE TO THE SOUTH VIA THE PHILADELPHIA, WILMINGTON AND BALTIMORE AND DELAWARE EAILROAD LINES to Cristield, Maryland, thence by the Great Southars Inland Steam Navigation Company's Steamers, to Nor fork, Virginia, COMPECTING WITH THE

Steamers. to Nor fork, Virginia, OONDECTING WITH THE GREAT VIRGINALA AND TE NNESSEE AIR-LINE RAILWAY, to Memphis, Nashville, Atlanta, and all points South and South west. This route offers advantages over all competing trans-portation lines. Shippers by this line save both time and money. THE MARINE RISK BETWEEN CRISFIELD AND NORFOLK IS ASSUMED BY THE NORFOLK IS ASSUMED BY THE NORFOLK IS ASSUMED BY THE ALL BALL BILL OF LADING, with guaranteed time from Philadelphia to all promi-nent Southern and Southweatern points. FREIGHTS For Norfolk, Richmond, Petersburg, and all points in Virginia and North Carolina. FORWARDED AT AS LOW BATES as by another line.

CHARLES E. DILKES. Agent Virginia and Tennessee Air Line Rallway. No. 411 GHESNUT Street. S. P. WILTBANK.

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD-WINTER ARRANGE-MENTS-ON AND AFTER MONDAY, October 15, 1866, the trains while ave Philadelphia, from the Devot of the West Chester and Philadelphia Bailroad, corner of Thirty-first and Market streets (West Philadelphia), at 7:50 A. M. and 4:45 P M. Leave Rising Sun at 0:50 and Oxford at 6:35 A. M. and leave;Oxford at 3:25 P M.

leave:Oxford at 3 25 P M. A market train, with passenger oar attached, will ram of Tuesdays and Fridays leaving the Bising Sun at 11/15 A. M., Oxford at 12 00 M. and Kennett at 1-90 P. M., connecting at West Chester Junction with a train for Philadelphia. On Wednesdays and Saturdays trains leave Philadelphia at 2 30 P. M., ran through to Oxford.

Oxford. The train leaving Philadelphia at 7:59 A. M. con-nects at Oxford with a daily line of stages for Peach Bottom, in Lancaster county. Retarning, leaves Peach Bottom to connect at Oxford with the afternoon train

for Philadelphia The train leaving Philadelphis at 4.55 runs to histing

Sun. Md. Passengers are allowed to take wearing apparel only as baggage, and the Company will not in any case be re-sponsible for an amount exceeding one hundred dollars, unless a special contract be made for the same.

G LOBE EXPRESS COMPANY, OFFICE, NO.

G LOBE EXPRESS COMPANY. OFFICE, NO. G '630 MARKET Street. Philadelphia, November 19, 1866. The Globe. Express Company will this day open its first line between New York, Philadelphia, Battis more, and Washington. for HEAVY FREIGHT AND PACKAGES. They will call for and deliver promptly at the follow-merates:— They will call for and deliver promptly at the follow-ing rates:— Por heavy freights to and from New York, 40c. per five its i. Baltimore, 50c. per 160 lbs.; Washingtor, 50c. per 100 lbs.; Georgecown, 90c. per 160 lbs.; Mashingtor, 50c. per 100 lbs.; Georgecown, 90c. per 160 lbs.; Mashingtor, 50c. per 100 lbs.; Georgecown, 90c. per 160 lbs.; Mashingtor, 50c. per 200 lbs.; Georgecown, 90c. per 160 lbs.; Mashingtor, 50c. per 100 lbs.; Georgecown, 90c. per 160 lbs.; Mashingtor, 50c. per 200 lbs.; Georgecown, 90c. per 160 lbs.; Mashingtor, 50c. per 200 lbs.; Georgecown, 90c. per 160 lbs.; Mashingtor, 50c. per 200 lbs.; Georgecown, 90c. per 160 lbs.; Mashingtor, 50c. per 200 lbs.; Georgecown, 90c. per 160 lbs.; Alexandris, 81 90 per 200 lbs.; Georgecown, 90c. per 160 lbs.; Mashingtor, 50c. per 200 lbs.; Georgecown, 90c. The Company is arranging to ranging the South and South-west, as a full Express The Company are prepared to pay promptly for any loss or damage that may occur. MulleON, Superintendent. STUART GWYN, Of New York, President. E. C. PECHIN. Cor Philadelphia, Treasurer.

THE ADAMS EXPRESS COMPANY, OFFICE, No. 320 CHESNUTSITEST, INTERNAL

THE ADAMS EAST RESS COMPARE, or Pack-ages, Merchandise, Bank Notes, and Specie, either by its own lines, or in connection with other Express Com-panies, to all the principal fowms and cities in the United States. <sup>1</sup>7 JOHN BINGHAM, Superintendent.

PROPOSALS

U SITED STATES MILITARY RAILROAD OFFICE, WASHINGTON, D. C., December 20, 1866. Scaled Proposals will be received at this offices putti 12 M., MON DAY, Jacuary 14, for the purchase from the United States, of five thousand (5009 Folded Lip Baitroad Chairs, suitable for 40°, "T gail

Folged Lip Bairoad Coarts, States Rail. These Chairs are now stored at the works of Corn-ing & 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., of Louisville Ky. Philadelphia, Pa., of Louisville Ky. Terms-Cash, in Government funds. F.J CRILLY. 1229-131 Ref. Col. and A. Q. M., U. S. Army.

No. 629 CHESNUT Street.

the subscribers have ample wharf-dock room for repairs of boats, where they can lis in perfect safety, and are provided with shears, blocks, tails, etc etc., for raising heavy or light weights. JACOB C NEAFIE, JOHN P. LEVY. 8 215 BELOH and FALSHER Streets.

S 215 A VAUGHAN MERRICK, WILLIAM H. MERRICK JOHN E. COPE. SOUTHWARK FOUNDRY, FIFTH AND MASHINGION Streets, PHILADRIPPIA. MERRICK & SONS, ENGINEERS AND MACHINIBTS, manufacture High and Low Pressure Steam Engines for Land, River, and Marine Service. Bollers, Gasometers, Tanks, Iron Bonts, etc. Castings of all kinds, either fron or brass. Iron Frame Roofs for Gas Works, Workshops, and Railroad Stations, etc. Betorts and Gas Machinery, of the latest and most im-

all, mushroom liberators, and wait for the war which England must be engaged in in the coming struggle between the despots of Europe, or the probable conflict with this country. Then, and not till then, will the clories of a tree Ireland loom up to gladden he heart of every true lover of freedom and every watchful patriot. Any other attempt with such a mighty power as England must only culminate in destruction to ourselves, and entail untold miseries and woe on our infortunate countrymen in Ireland. Nor need you be hopeless, for there never yet was a private or a public wrong done, that even-banded justice did not deal out the measure to the evil-doer. I am yours, etc., NATHANIEL R. HARRIS.

January 9, 1867.

### PERSONAL.

-Mr. H. T. Douglass, Freight Superintendent of the New York and New Haven Railroad, and his lady, were presented on January 5 with a fine service of silver from the employes of the mod road. The occasion was the twenty-fifth anniversary of their marriage.

-Mrs. Alanson Kelley, of South Boston, Mass. recently had returned to her from a Mr. Callaban, a dealer in paper stock, the sum of \$2425, which the latter found in a bundle of old papers purchased by him of a rag picker to whom Mrs. Kelley had sold them.

-The Hon. Isaac Davis has given to the New-ton Theological Seminary \$1000, the interest of which is to be given to some student of that institution preparing for the ministry, upon the condition that as a rule he shall preach without notes.

-The editor of The Lundon (Vt.) Union has been presented by an Illinois Democrat with a large bickory chair, as a testimonial "to a man who had the meral courage and backbone to print a Democratic paper in the radical State of Vermont."

-Join F. Gibson. conductor on the Boston and Worcester line, has been indicted for neglect of duty in causing the death of a passen-ger by starting his train before ascertaining that all his passengers were on board.

-Colonel Montgomery, who has had com-mand of the Missouri militia called out by Governor Fletcher to suppress the Rebels of Lexington and Frankin counties, has been promoted Brigadier-General.

-The daucing master of the Prince Imperial, who received the privilege of the cloak, cane, and umbrella-room at the Paris Exhibition, has sold his right to the profits of the apartment for \$25,000 in gold.

-At a Christmas dinner given by General R. S. Foster to his children in Indianapolis, the father was presented by his sons with a deed for the land on which the house stood, valued at three thousand dollars.

-The Portland Press of January 5 has the following singular matriage notice:- "In Cape Elizabeth, January 3, by Rev. H. M. Vail, Hen-rletta H. Cobb and Emma Pillsbury, both of Cape Elizabeth."

-A son of E. S. Huntington, of Norwich Conn., was recently very badly bitten by a dog belonging to one Oliver L. Johnson, and a jury have just returned a verdict against Mr. Johnon of \$800.

-Mrs. Grace Morrison, of Lawrence, Mass., whose hunband was killed on the night of July diast by a rocket fired upon the Common, has entered suit against the city, claiming \$15,000 damage damages,

-William Eichbaum, Postmaster of Pittsburg, Pa., under John Quincy Adams, and for several years past Treasurer of that city, died on Sun-day, at the age of eighty.

CULVE	R'S NEW	7 PATENT
	Deep Sand	-Joint
HOT-	AIR F	URNACE.
RANC	ES OF A	LL SIZES.
Also, Phi Ste	legar's New	Low Pressure Apparatus.
FOR SALL	E BY	
CH	ARLES W	ILLIAMS,
5105	No. 118	2 MARKET Street.

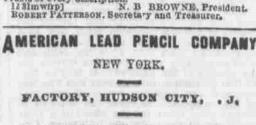
OR EUROPEAN RANGE, for Families, Hotels, or Public Institutions, in TWENTY DIF-FERENT SIZES. Also, Pulladelphia Ranges, Hot-Air Furnaces, Portable Heaters, Lowdown Grates, Fireboard Stoves, Bath Bollers, Stewhole Plates, Bollers, Cooking Stoves, etc., wholesaie and retail, by the manufacturers. SHARPE & THOMSON, 1117 stuth 6m No. 209 N. SECOND Street

# THE SAFE DEPOSIT COMPANY,

The Fidelity Insurance, Trust and Safe Deposat Company, for the Safe Keeping of Bonds, Stocks, and Other Valuables.

DIBECTORS. N. B. BROWNE, EDWARD W. CLARK, CLARENCE H. CLARK, ALEXANDER HENRY, JOHN WELSH, S. A. CALDWELL, J. GILLINGHAM FELL HENRY C GIBSON, CHARLES MAUALESTER. Office in the Fire proof Building of the Philadeiphia National Bank, EHESNUT Street above Fourtn. This Company receives on deposit, and GUARAN-TREES THE SAFE KEEPING OF VALUABLES upon the following rates a year, viz. :-

Coupons and interest to even to one per cent. Interest allowed on Money Deposits. This Company is authorized to receive and execute Trusts of every description. 12 Simwirpj N. B BROW NE, President. ROBERT PATTERSON, Secretary and Treasurer,



This Company is now fully prepared to furnish

LEAD PENCILS.

Equal in Quality to the Best Brands;

The Company has taken great pains and nvested are 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, spe-cially prepared for the use of Engineers, Architects, Artista, etc. A complete assoriment, 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. (101 fmw8m Rectorts and Gas Machinery, of the latest and most im-proved construction. Every description of Plantation Machinery, and Sugar, Saw, and Grist Mills, Vacuum Pans. Open Steam Trains, Defectors, Filters, Pumping Engines. etc. Sole Agents for N. Hilleux's Patent Sugar Bolling Apparatus, Nesmyth's Patent Steam Hammer, and As-pinwall & Woolsey's Patent Centrifugal Sugar Draining Machine. 6305

IN THE

BRIDESBURG MACHINE WORKS No. 65 N. FRONT STREET,

We are prepared to fill orders to any extent for our

Well-LENOWE MACHINERY FOR COTTON AND WOOLLEN MILLS. including all recent improvements in Carding, Spir and Weaving. We invite the attention of manufacturers our exten

sive works. ALFRED JENKS & SON 118

### SHIPPING.

compons and Interest Col'ected for one per cent.

TO SHIP CAPTAINS AND OWNERS. —The undersigned having leased the KEN-binGTON SCREW DOCK, begs to inform his friends and the patrons of the Dock that he is prepared with increased is culties to accommodate those having vessels to be tailed or repaired, and being a unacross ship-car-pentor and canikar, will give personal attention to the vessels entrusted to him for repair. Captains or Agents, Ship-Carpenters and Machinists having vessels to repair, are solicited to cail. Having the agency for the sale of "Wetterstedt's Fatent Metalic Composition" for Copper paint, for the preservation of vessels' bottoms, for this cir, i am pro-pared to furnish the same on favorable tarms. JOHN H. HAMMITT, Kensington Screw Dock, 115 DELAWARE Avenue above Laurel street.

TO SHIP CAPTAINS AND OWNERS.

PEIRCE'S PATENT SLATES.

Warranted superior to any others in use.

LIGHT: NOISELESSI: DURABLEIT

## Cannot be broken by falling, and

Never Become Glo sy.

Never Become Glosy. These Slates have been unanimously adopted by the Board of Control for use in the Public Schools of Phila-delphia, and also by the school authorities of Baltimore and Washington. Also. FLIRCE'S PATENT SLATE SURFACE. The only Patent Stone Sariace for blackboards now beine the public. Warrented to give satisfaction. J NEWTON PEIRCE & CO., No. 427 N. ELEV ENTH Street. CAUTION -Boware of the Imilitato Books and Paste-board Slates offered by ascents, and which are made to resemble in appearance our alsted goods. The genuine are all either labelled on the back, of the package la-poled and maiked, Patent, Peb. 10, 1863. Lit finwign pp

TINITED STATES REVENUE STAMPS.-Central Depot, No. 384 CHEENUT Street. Central Depot, No. 165 S. FIFTH Street. one door below Cheanut. Extabilated 1882. Revenue Stamps of every description constantly ou head in my amount. band in any amount. Orders by Mail or Express promptly attended to.

DR. J. S. ROSE'S ALTERATIVE.

DR. J. S. ROSE'S ALTERATIVE. THE GREAT BLOOD FURTHER If you have corrupt, disordered, or vithated blood, you are sick all over. It may appear as pimples, sores, or as some active disease, or it may only make you jeel inn-guid or depressed; but you cannot have good health if your blood is impure. Dr. Rose's Alterative removes all these impurities, and is the remedy that will restore you to health. It is unequalled for the cure of all diseases of the glands, scrotula, tubercular consumption, and all erup tions of the skin. Price \$1. Sole agents. DYOT & CO. No 232 North SECOND Street.

DR. DYOTT'S ITCH OINTMENT will cure every form of itch, and is superior to any other remedy for the cure of that disagreeable and formenting complaint. Price 25 cents. Sent per mail, 40 cents. DYOFT & CO., No. 232 North SECOND Street.

DR. J. S. ROSE'S EXPECTORANT.

For the cure of consumption, coughs, colds, asthma, catarth, influenza, spitting of blood, bronchitis, and all diseases of the lungs. This syrup naving stood the test of many years' ex-perience as a remedy ior irrita ion or any inflammation of the lungs, threat, or bronchia is acknowledged by all to be a remedy superior to any other known com-pound used for the relief and cure of coughs and con-sumption. Frice \$1. Sole agents, DYOTT & CO No. 232 North SECOND Street.

956m

Passengers leave wikesource at 1.3" F. M. connect at Esthilehem at 615 P. M., and arrive in Philadelphia at 8:40 P. M.
 From Dovlesiown at 8:35 A. M., 5:15, and 7:05 P. M.
 From Lansdale at 7:30 A. M.
 From Fort Washington at 11:50 A. M., and 3:05 P. M.
 From Fort Washington at 11:50 A. M., and 3:05 P. M.
 ON SUNDAYS.
 Philadelphia for Beinlehem at 9:30 A. M.
 I biladelphia for Beinlehem at 7:35 P. M.
 Dovlesiown to Philadelphia at 4 P. M.
 Bethelem to Philadelphia at 6 Convey passengers to and from the new depot.
 White cars of second and Third streets line and Union line ran within a short distance of the depot.
 Tickets must be procured at the Ticket Office, in order to secure the lowest rates of fire
 BeLLIS CLARK, Agent.
 Hillman's Baggage Express will call for and deliver Raggage at the Depot
 Office, No. 113 South THTED Street.
 115

MEDICAL BOARD FOR THE EXAMINA-MEDICAL BOARD FOR THE EXAMINA-INTO 1HE NAVY AS ASSISIANT SURGERY, NAVY DEPARTMENT, December 29, 1866. A Board of Medical Officers is now in session at the NAVAL ASYLUM, Philadelphia, for the exami-nation of candidates for admission into the Medical Corps of the Navy. Genticmen desirous of appearing before the Board must make application to the Honorable Secretary of the Navy, or to the undersigned, stating resi-dence, place and date of birth. Applications to be accompanied by respectable testimonials of moral character. FOR NEW YORK.—PHILADEL delphia Steam Fropelier Company De-spatch Swiftsare Lines, via Delaware and Raritan Caual leaving daily at 12 M. and 6 P. M., connecting with al Northern and Eastern lines. For freight, which will be taken upon accommodating terms, apply to WILLIAM M. BAIRD & CO., 1 18 No. 132 S. DELAWARE Avenue.

character. Candidates must not be less than twenty-one nor

The second secon WEST CHESTER AND PHILADELPHIA BAILBOAD, VIA MEDIA. WINTER ABBANGEMENTS On and after MONDAY, October 15, 1866, the trains The many vacancies existing in the Medical Corps On and after MONDAY, October D, 1856, the trains will leave as follows:-WEST CHESTER TRAINS leave Philadelphia for West Chester, from Depot Thirty-first and Market sheets, 730 Å. M.; 11 00 Å. M.; 230, 445, and 6:15 P. M. Leave West Chester for Philadelphia, from Depof on E. Market street, 6 30, 800, 10 45 Å. M.; 1 65, 4'50 P. M. Trains leaving West Chester at 800 Å. M., and teaving Philadelphia at 4'45 P. M., will not stop at Pen-netton, and will stop below B. C. Junction at Media onty.

only.

nsure immediate appointments to successful candidates. P. J HORWITZ, Chief of Bureau. \_1 8 th10t

1867. DIARIES. 1867. 50 Styles and Sizes, at Low Prices. Visiting and Wedding Cards, the latest novelties. Initials, Monograms, etc., stamped on paper and

envelopes, in colors, gratis. A large stock of English, French and American Pape and Envelopes. BLANE BOOKS of the best anufacture, on hand

and made to order.

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Stationers, Engravers, and Printers, 6 28 6mrp No. BIS ABOH Street.

ROBERT SHOEMAKER & CO.

WHOLESALE DRUGGISTS.

MANUFACTURERS. IMPORTERS, AND DEALERS IN

Paints, Varnishes, and Olls,

No. 201 NORTH FOURTH STREET,

10 24 3m) CONNER OF BACE.

 Agent
 The Middle Route - Shortest and most directine to Bethichem, Alentown, Machenbard, Periode Route - Shortest and most directine to Bethichem, Alentown, Machenbard, Berteton, White Haven, Wikesbarro, Machenberg, Standars excented, as follows:

 - Marching Express for Bethebenen and Francipal Stations on North Pennsylvania Railroad America, Alentown, Catasauqua, Statington, Manach Chunk, Witkesbarre, Kingston, Pitaton and allo points in Loophel and Wyoming valleys: also, in connection with behand Wyoming valleys: also, in connection with behand Wyoming valleys: also, in connection with the and Wyoming valleys: also, in connection with behand Wyoming valleys: also, in connection with behand with Charawissa Kalirond, for Rupert, Danville, Milton, and Milemonort Arrive at Manahony City at P. Mastenberg, P. Mastenberg, Machenberg, Harleroad, for Kapert, Danville, Milton, and Willemsbort Arrive at Machenboy City at P. Mastenberg, P. Mastenberg, Machenberg, Machenberg, Machenberg, Harleroad, for Kapert, Danville, Milton, and Milamanoy Harliroad, to Yangerg, Cantral Railroad, to New Machenberg, Machenberg, Machenberg, Machenberg, Machenberg, Machenberg, Machenberg, Kapert, Alexenberg, Kapert, Alexenberg, Kapert, Machenberg, Kapert, Mathenberg, Kapert, Machenberg, Kapert, Kapert, Machenberg, Kapert, Machenberg, Kapert, Machenberg, Kapert, Machenberg, Kapert, Machenberg, Kapert, Kapert, Machenberg, Kapert, Kapert, Machenberg, Kapert, Kapert,

M. Passengers by this train can take the Lenign Val-ley train, passing Pethiehem at 12:55 P. M., for Kaston and points on New Jersey Central Railroad to New York. At 9 A. M.- Accommodation for Doylestown, stopping at all infermediate stations. Passengers for Willow Grove, Hatboro', and Har, wille, by this train, take the stage at Old York road. At 10:15 A. M.- Accommodation for Fort Washington, stopping a' intermediate stations. At 23 F. M.-Accommodation for Doylestown, stop-ping at all intermediate stations. At 23 F. M.-Accommodation for Doylestown, stop-ping at all intermediate stations.

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General Superintendent, Warren and Frankiin Railroads

 At 2 35 f. M.-Accommodation for Dovlestown, stopping at all intermediate stations, Fassengers take Stage at Doviestown for New dope.
 At 346 P. M.-Evening Express for Bethlehem and principal stations on the North Fennsylvania Ballroad, making close connection at Bethlehem, with Lehigh with globe connection at Bethlehem, with Lehigh the Passengers for Plainfield Somerville, and other points on New Jersey Contral Ballroad, take North Pennsylvania Statemetry Ball Intermediate stations. Passengers for Willow Grove, Hatboro, and Bartsville take stage at Abing-ton: for Lumberville at Doylestown.
 At 520 F. M.-Through accommodation, for Bethlehem and all stations on main line or North Pennsylvania Ballroad, connectins at Bethlehem with Lehigh Valley Evening Train for Allentown, Matter Chunk, etc... At 620 F. M.-Accommodation, for Fort Washington. TrAINS ARRIVE IN PHILADELPHIA
 Yom Bethlehem at 9:15 A. M., 2:30 and 6:40 F. M.
 Yom Easton, Wilkesbarre, Mahanoy City, and Hazleton.
 Passengers leave Wilkesbarre at 1:30 F. M. connect at Echilate as the Stop F. M. FORWARDED AT AS LOW HARAS as by another line. Freights delivered at the Depot of P. W. and B. R. R. BROAD and PRIME Streets, before 5 P. M., will reach Norfolk twepty four hours in advance of any other route. This unprecedented despatch gives the shipper of Southern Freights from Philadelphia advantages not before offered by any other line. For further informa-tion apply to

id Hasleton. Passengers leave Wilkesburre at 1.3° P. M. connect at ethlehem at 6.15 P. M., and arrive in Philadelphia at

ILIS. PENNELTON TRAINS. Leave Philadelphia for Pennelton 4 15 and 11 00 P. M. Leave Pennelton for Philadelphia 8 47 A. M., 725

These Trains stop at all intermediate Stations. ON SUNDAYS-Leave Philadelphia at 8:30 A. M. and

ON SUNDAYS-Leave Philadelphia at 8:30 A. M. and 2:00 P. M. Leave West Chester 7 45 A. M. and 4:00 P. M. ON SUNDAYS-The West Philadelphia Passenger cars will leave Eleventh and Market streets half an hour beiors the train leaves the depot, and will leave the depot on the arrival of each train to convey pas-sengers into the city. Trains leaving Philadelphia at 7:50 A. M. and 4:45 P. M., and leaving West Chester at 8:00 A. M. and 4:45 P. M., connect at B. C. Junctien with trains on the P. and B. C. R. for Oxford and Intermediate beards. Passengers are allowed to take wearing apparel only as baggings, and the Company will not. In any case, be repondible for an amount exceeding one hundred dot-lars, unless a special contract is made for the same. HENRT WOOD, General Supermisedent.

CAMDEN AND ATLANTIC RAILROAD, WINTER ARRANGEMENT. Leave Vine street Forty dally, as follows (Sundays excepted)s-hial, with Freight. Atlantic Accounted ation. Junction Accounted at the stress for Store N. Beturning, leaves for Stress for Store N. Beturning Leaves forty daily at 1015 A. M. accounted M. Leave Haddounistic at I and 5 15 P. M. JOHN O BRYART. Agent