FOREIGN SCIENCE. Teeth of the Arabs.

At a late sitting of the Societe Medicale du Pantheon, Dr. Quantin read a paper on dental hygienics among the Arabs. Their teeth are always remarkably white, a circumstance which the author attributes to the almost exclusive use of conscousson as an article of food, and of coffee without sugar as a beverage, besides water. But this is not all; the Arabs rinse their mouths several times at the beginning of each of their four daily ablutions, and thereby any smail alimentary particle that may have stuck between the teach is carried away. They also chew, about once a week, a bit of bark of a tree, called socat, and which seems to be akin to the walnut tree; the bark must not, however, be chewed till it is reduced to the consistence of a pulp, but, when softened by the saliva, it is taken out, the teeth are rubbed with it, and then wiped with the burnous, which is white,

A New Fire Alarm. The Union Medicale has a paper by Dr. Duffay on a curious and useful invention, due to the ingenuity of a celebrated ex-conjuror, M. Robert Hondin. The object in view is to give the alarm of fire at the very commencement of the threatened catastrophe, and the following description will show how this is accomplished:-Suppose a copper lamina and a steel one to be soldered together by their surfaces, so as to form a single blade, copper on one side steel on the other. Let it be fixed vertically by one of its extremities to a board, without, however, quite touching it, in order to avoid all friction. The arrangement will be best under-stood by supposing a knife to be brought close to the board, as it with the intention of catting it through. Now suppose a metal knob to be fixed on the board, on the steel side of the blade, and at a short distance from it. This knob is connected with one of the pules of a voltaic battery, the other pole of which communicates with the screw which secures the fixed extremity of the blade, and with one of those bells or alarums which we see used in the telegraph offices to prepare the clerks for the reception of a message. Now let the blade be warmed—as the dilation of copper by heat is greater than that of steel, it follows that the blade will be bent, the concave side being the steel one; and it the heat applied be sufficient, a contact will be effected between the blade and the knob. No sooner does this take place than the bell begins to ring, and continues doing so until the contact is interrupted. A very small degree of heat will be sufficient to produce the requisite curvature of the olade; even a burning cigar will do so at a distance of about three inches.

Value of Ants.

It has often been asked what ants are chiefly good for, especially the termites, which are the terror of the inhabitants of tropical countries. The Counce answers the question by stating, on the strength of the testimony of a traveller recently returned from Western Africa, that the equatorial regions would be uninhabitable were is not for the outs that are constantly engaged in clearing a way all putresciple matter. Their number is incalculable, and their voracity astoni-hing. The hives they build themselves in Liberia are, in an architectual point of view, far superior in appearance to the huts of the negroes; they are in the shape of pyramids, cometimes thirty feet high, and upwards of ten feet in diameter.

Rain. While Western Europe had been drenched with rain throughout the summer, it appears from the latest accounts that they have been eleven months without either rain or snow at Pekin. This is, in China, a great public calamity, which is sought to be averted by fasting, prayer, and expiatory ceremonies. In the summer of 1864, the drought was so great that the Emperor himself made a vow "to rectify his conduct and be more anxious for the wel-

fare of his people." Amber. This word is derived from the Arabic. The well-known substance so called is a fossilized resin of certain unknown coniferous trees, of the fir or pine genus. Great virtues are attributed to it by the ancients. Pliny tells us that Sophocles held amber to be the petrified tears which the birds of Meleager dropped to the memory of that great hero of mythology. Amber has been among the moderns a subject of great discussion. The mystery in which it was involved was increased by the circumstance that Hebrew and Arabic characters were often found engraved upon it, in a perfectly legible state. Dr. Thomas, of Konisberg, has given us the explanation of this singular fact by stating that the pieces of amber so engraved were neither more or less than seals. Many of them are preserved in the Museum of Portici. but chiefly brought thither from Herculaneum. It is certainly astonishing that, having invented seals, the Romans should not have followed up the idea, and invented some sort of printing process for their writing. Never was there a proader hint given to man, and yet it took a thousand years to bridge over the guif which lies between two seals and movable types. The largest known deposit of amber lies on the Prussian coast of the Baltic; it is found in a bed of lignite, which is supposed to extend far under the sea. Another deposit of amber lies almost horizontally on the outskirts of Dirsch-heim, at a depth of only four feet from the surface. Pieces of amber are often found lying on the coast after a storm; thus, on the 1st of January, 1848, upwards of 400 kilos, of this substance were thrown out of the sea within a very small space. Amber has been known from the highest antiquity, and important medical pro-perties were attributed to it; even now it maintains its place in our pharmacopeeins. together with the oil distilled from it, as n sumulant, an astringent, and anianti-spasmodic.

Amber necklaces have been found in Celtic tombs both in England and Brittany. Regnard tells us that in his time the Margrave of Brandenburg presented the Emperor of Russia with

Gas from Coffee. At a late meeting of the Paris Academy of Science, M. Babinet read a paper on the evolution of gas in the making of coffee. If cold water be poured upon roasted coffee reduced to powder, such as is generally used with boiling water, a considerable quantity of gas is generally evolved. This gas is probably air, and is equal in volume to that of the coffee used. If a

an arm chair entirely of amber, and the Dauphin

with a mirror of the same material.

bottle be half filled with the powder, and cold water be poured in until the cork is reached which is to prevent the escape of the gas, a wielent explosion, sufficient to force the cork out of the bottle, or even to break the latter, will be the consequence.

The Metcors.

M. Faye, in a communication to the Paris Academy of Sciences, in references to the November meteors, says that the phenomenon had been declining since 1833, but had reappeared in its former splendor since 1864. Its return was predicted for the night of the 13th by Mr. Newton, of the United States. M. Faye witnessed it at 1 o'clock after midnight, and consequently on the morning of the 14th. In the course of thirty minutes he counted eighty-one stars in about one-fourth of the heavens, the rest being cloudy. From three to forty-five minutes past that hour he only counted fortyfive stars. Most of them came down diverging from the upper part of the constellation of Leo. M. Faye is of opinion that the mechanical part of the problem may soon be solved, owing to the astronomical regularity of the recurrence of the phenomenon; and he mentions a peculiarity re-marked by himself, and which may be of some use in paving the way to that desirable end; it is this, that, as regards the 11th of August, the

A. 63/2

planes in which the tangent to the earth's orbit hes, together with the points of divergence of the periodical meteors of the 20th of April, the 10th of August, and the 13th of November, are all very nearly perpendicular to the plane of the ectiplic. The same is the case with the meteors of the 2d of January, the periodicity of which has been suspected. On the contrary, the corresponding planes for the meteors of the 16th of April, the 19th of October, and the 12th of December are all very peoply parallel to the of December are all very nearly parallel to the eclutic, Hence it follows that the meteoric rings of April, August, and November, which are periodical, are nearly circular, like the earth's orbit.

Cockchafers. The Nouvelliste, of Rogen, states that the Council General of the Department of the Scine-Inferiense, having this year voted a sum of 15,692f, for the destruction of the white larvae of the cockchafers, no less a quantity than 157,000 kilogrammes of them were collected from the 15th of September to the 21st of October last. The paper from which we take this statement, adds:- "In order to form an idea of the mass represented by the above weight, we may say that these 157 tons would, at the rate of five tons per railway truck, fill 32 such vehicles. Moreover, since these larve have been buried in ditches filled with quicklime, they will form an excellent manure, the value of which will be an ample equivalent for the out-lay. Had these larve not been destroyed, the ravages they would have committed on the roots of corn, caboage, and other produce, might be estimated at several million of francs, their voracity being inconceivable. Had they afterwards arrived at the period state, that is, become cockehaters, they would have continued their raveges under another form, devouring the leaves of the trees, to which they sometime cling in heavy clusters, smilled to bend the twirs. Supposing half of them to be females, and each temale to lay only 200 eggs, which is far short of the reality, the ruin entsiled upon the sgricultures; would be almost complete." Consumption.

Dr. Churchill, whose discoveries in the treatment of pulmonary consumption have obtained for him one of the highest places among contemporary physicians, has just published a small work containing, in a condensed form, a series of documents on the subject, including reports of cases of consumption cured by the use of the hypophosphites, by a large number of physicians belonging to different countries. Two simple facts will show the importance of such a subject. On the one hand consumption is the most fatal of all diseases, as it kills no less than one-half of the whole number of persons who die in the prime of life. On the other hand, Dr. Churchill asserts that the general use of his treatment, which is not only a remedy, but also a preventative, would do for consumption what vaccination has done for small pox, reduce its ravages to comparaively insignificant proportions. In support of this view the author points with justifiable satisfaction to the fact that, ten years ago, the announcement of his discovery of a specific reactly for consumption was received with derision or incredulity, but that now his treat ment is universally recognized as one of un-doubted value, and far superior to anything hitherto known. He shows that the reason why his views are as yet only partially adopted by the profession is, independently of the prover-bial slowness of all medical progress, the fact that many physicians have neglected to follow the rules he has laid down, and have thus fatted in cases where they might have been successful if they had had orgate experience, and practice if they had had greater experience and practice in the use of the remedy.

The Datmios of Japan.

The London and China Telegraph says:—
"Among the several daimies who are becomng known to fame, Satsuma and Choshiu occupy the foremost rank: and, owing to the great interest now taken in Japanese politics, their names have already become 'familiar in our mouths as household words.' The notoriety acquired by the last-named Prince is indeed of a semewhat unenviable character, being derived chiefly from a series of unfortunate collisions with foreign powers and from the prominent part taken by him against the late Tycoon, or, more properly, Shiogoon, in the were which been terminated by the death or that potentate At present we know so little of the personal character of Choshiu that the opinions which have been hazarded regarding the motives of his apparently unreasoning acts of aggression against the treaty powers, and his successful rebellion against the Shiogoon's supremacy, are perhaps premature; and it may be that, on establishing closer relations with this prince, we shall find he has been more sinned against than sinning, and shall, therefore, have reason to form a more favorable estimate of his

"Or Satsuma, bowever, we have had better op portunities of judging. Our acquaintance with him could not well have commenced in a more luauspicious manner than it did; but whatever vengerul teelings the unhappy fate of Mr. Rich ardson naturally excited were soon subdued b the reflection that, after all, Saisuma himsel could not justly be held personally responsible for the outrage. The gallant bearing of the de-fenders of Kagosima during the operations that followed could not fail to win our respect: and the spirit of frue charity and unreserved for-giveness since evinced by the daimio would have done honor to any Christian prince. The cordiality of his invitation to Sir Harry Parket to visit Kagosima, and the unbounded hospi tality received there by Sir Harry and his companions, are not the only evidences of this. A the statement of the three survivors from the wreck of the Cyclone, lately cast away on the rocky shores of Satsuma's domain: "The Prince was nost kind to us, supplying us with clothes and whatever else we required. We were never without guards, and wherever we went we were treated kindly. We cannot refrain from testifying our sincere thanks for the manner in which we were treated, which we shall ever bear in remembrance.' It is to be hoped that measures will be taken to let Prince Salsuma know that the gratitude expressed in simple words of these poor satiors is fully shared in by their countrymen."

How a Man Freezes to Death. M. Pouchet lately read an interesting paper on this subject before the French Academy of Science. The author's inferences are as fol

1. That the first phenomenon produced by cold is a contraction of the capillary vessels to such an extent that a globule or blood cannot enter. These vessels, therefore, remain completely empty.

2. The second phenomenon is an alteration of

the blood globules, which amounts to their complete disorganization. 3. Every animal completely frozen is absolutely dead, and no power can reanimate it.

4. When only a part is frozen, that part is destroyed by angrene.
5. If the part flozen is not extensive, and only a few disorganized blood globules pass into circulation, the animal may recover. But if, on the contrary, the frozen part is of considerable extent, then the mass of altered globules brought into the circulation when the

part is thewed rapidly kills the animal.
7. For this reason a half-frozen animal may live a long time, if maintained in this condi-tion, since the altered globules do not get into the circulation, but it expires rapidly as soon as the frozen part is thawed.
8. In all cases of congelation, death is due to

the alteration of the blood globules, and not to any effect on the nervous system. 9. It results from these facts that the less rapidly the frozen part is thawed, the more slowly altered globules find their way into the circulation, and the greater the chances of the recovery of the snimal.

A Pensioner in Luck.—James Rateliff, one of the pensioners of the London police fund, has came into possession of funded property to the amount of £125,000, besides an estate which realizes 13000 per annum.

INSURANCE COMPANIES.

DELAWARE MUTUAL SAFETY INSU-lature of Pennsylvania, 1822. Office, S. E. Corner THIRD and WALNUT Streets
Philadelphia.
MARINE INSURANCES
On vessels, cargo, and treight, o sli parts of the world
INLAND INSURANCES
on goods by river, canal, lake, and land carriage, to a
perts of the Union.
FIRE IESURANCES on merchandise generally.
On Stores, Dwelling Houses, Etc.

ASSETS OF THE COMPANY, November 1, 1866. \$109,600 United States 5 Per Cent Loan, 120 000 United States & Per Cent Loan, #114,000-00 200 000 Utiled States 7 3 10 Per Cent. Loan, 1881 Loan, Treasury Notes.

125,000 City of Philines philarix Per Cent. Loan (exempts).

54 000 State of Pennsylvania Six Per Cent. Loan.

46,000 State of Pennsylvania Five Per Cent. Loan.

20,000 State of sew Jersey Six Per Cent. Loan. 136,500 90 211,500-00 126,552 50 54,799-99 44,610:00 Loan.

20 000 Pennsylvania Bairoad, ist Mortgase, Six Per Cent. Bonds.

25,600 Pennsylvania Bairoad 2d Mortringe Six Per Cent. Bonds.

25,600 Westein Pennsylvania Bairoad
Six Per Cent Bonds (Penna B. E.
guarantes) 50,750-00 20,500 00 24:250:00 30 009 State of Tennessee Five Per Cent. 20,750-00 18,000 00 7,000 tage of Tennessee Six Perpoent. 5,040 00

7,000 tale of Tennessee Six Pencent.
15,600 300 Shares Stock of Germantown Gas Company (principal and interest naranteed by the city of Philadelpt is).
7,150 143 Shares Stock of Pennsylvania Radicoad Company.
5 600 100 Shares Stock of North Pennsylvania Radicoad Company.
20,000 80 Shares Stock of Indiadelphia and Fouthern Mall Steamship Company. 15 666 60 × 258 25 3.950-00 195,800 Loans on Bonds and Morrgage. 1st Liens, on City Property...... 20,000-00 195,900:00 81 645,050 par. Market value, \$1,070.280 75 Cost, \$1 000,552 05.

Real Estate... Bills receivable for insurances 36,000-00 27,687:28 38,923+98 2,930:00 41,549-60

B1,407,321 56 Henry Sloan, William G. Boulton, Edward Darlington, Theophibus Paulding,
John R Febrese,
James Traquair,
Henry C. Daffett, Jr.,
James C. Hand,
William C. Judwig,
Joseph R. Seal,
Georse G. Leiper,
Hugh Craig,
John D. Taylor,
THOMAS
JOHN C. DAVIS, Vice President,
HENRY LYLBURE, Secretary,

Edward Darlington,
H. Jones Brooke,
L. James B. McFarland,
Joshua P. Fyro.
Spencer McHvaine,
J. B. Semple, Pittsburg,
A. B. Berger,
D. T. Morgan,
Y. C. HAND, Pleadont,
HENRY LYLBURE, Secretary,
18 § H. Jones Brooke,
P. Jones,
James B. McFarland,
Joshua P. Fyre.
Spencer McHvaine,
J. B. Semple, Pittsburg,
A. B. Berger,
D. T. Morgan.

On Premiums not determined Dec. 31, 1865 ...

LOSSES, EXPENSES, ETC., DURING THE YEAR. Marine Losses. 862 900 44
Fire Losses. 632 05
Return Premiums and Reinsurances 23 062 57
ommissions. 4,657 16 ommissions. State and City Taxes, calaries, Bent,

ASSETS, JANUARY 1, 1867 ASSETS, JANUARI 1, 1887

Fills Receivable. \$71,576-74

Premiums outstanding and Interest
Acctued. 10,430 22

Union Bank of Reading. 250 00

Union Bank of Reading. 35,000-00 Union Bank of Reading
City 6 per cent Lean.
Phicage phia and Reading Rarroad
1st Morigage Bonds.
U. S. 6s. Bonds.
U. S. 6s Lean 5-20s.
Stock, etc., he'd by Company.
Cash in Bank and on hand.
Stock Notes and Stock Liabilities...

At an election by the Stockholders of the Anthracite Insurance Company, held January 7, 1867, to elect Directors to serve the ensuing year, the following gen-tlemen were elected:—

J. R. Blakiston. William Esher, William F. Dean, J. R. Blakiston,

William Esher.

William F Dean,
I. Audenried,
D. I uther,
D. Pearson,
At a meeting of the Board of Directors held on the same day, the following officers were elected:

WILLIAM ESHEE President
WILLIAM ESHEE President
WILLIAM SMITH Secretary
WILLIAM SMITH Secretary
WILLIAM SMITH Secretary
Officers were elected to the same day, the following officers were elected:

WILLIAM ESHEE President
WILLIAM SMITH Secretary
WILLIAM SMITH Secretary
Officers of Twelly President of Twelly Estevension to the capital stock paid in payable on demand, tree of taxes. paid in payable on demand, iree of taxes, 1 10 6t WILLIAM M. SMITH, Secretary.

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

PHILADELL'HIA.

Annual Policies is ned against General Accident of all descriptions at exceedingly low rates.

Insurance effected for one year in any sum from \$106 to \$16,000, at a premium of only one-half per cent.

securing the full amount insured in case of death, and compensation each week equal to the whole pre-Short time Tickets for 1, 2, 3, 5, 7, or 10 days, or 1, 3, or 6 months, at 10 cents a day, unsuring in the sum of \$5000 or giving \$1e per week if lisabled, to be had at the General Office, No. 183 S. FOURTH Street, Philadel phia, or at the various Railroad Ticket offices. Be sur to purchase the lickets of the North American Transi For circulars and further information apply at the Genera Office, or of any of the authorized Agents of the

ompany.

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JAMES M. CONRAD, Treasurer
HENRY C. BROWN, Secretary.

JOHN C. BULLITT, Solicitor.

Liblectors.

L. L. Houpt, late of Pennsylvania Radroad Company

J. E. Kingsley, Comine and Hotel

Banue C. Falmer Cashier of Com. National Bank.

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

James M. Conrad, firm of Conrad & Walton, No. 82

Market street. arket sireet. Enoch Lewis, late Gen. Sup't Penna R. R. Andrew Mehufiey, S. W. corner of Third and Walnut reets.
G. C. Franciscus, Gen. Agent Penna. R. R. Co.
Thomas K. Peterson, No. 3036 Market street.
W. W. Kurtz, firm of Kurtz & Howard, No. 25 8.

DROVIDENT LIFE AND TRUST COMPANY
OF FRILADELPHIA
No. Ill South FOURTH Street.
INCORPORATED 3d MONTH, 22d, 1865, 4
Insurance on Lives, by Yearly Premiums; or by 8, 10,
or 30 year Premiums, Mon-foresture.
Endowments, payable at a suture age, or on prior
decease, by Yearly Premiums, or 10 year Premiums—
both clauses Non-foresture.
Annuities granted on favorable terms.
Term Fo. teles. Children's Endowments
This Company, while giving the insured the security
of a paid-up Capital, will divice the entire profits of the
like business among its Policy holders.
Moneys received at interest, and paid on demand.
Authorized by charter to execute Trusts, and to act a
in other fiduciary capacities, under appointment c any
Court of this Commonwealth, or of any person ore ersons, or bodies politic or corporate.

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Sons, or bodies pointe or corporate.

SAMUEL R. ISHIPIE BRECTORS.

JEREMIAH HAGKER, HICHARD CADBURY,
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RICHARD WOOD,
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WALNUT Street, opposite Independence Square.
This Company averably known to the community for over forty years, continue to insure against loss or damage by fire on 1 ubile or Frivate Buildings either permanently or for a limited time. Also on Furniture tacks of Goods, and Merchandise generally, on liberaterms.

Their Capital, together with a large Surples Funi-invested in the most careful manner, which enthies them to effect the insured an undoubted security in the case of loss. Daniel Smith, Jr.,

Alexander Benson, Thomas Smith,
Isaac Hazlehurst, Henry Lewis,
Thomas Robbins,

Daniel Haddock, Jr. Thomas Smith, Henry Lewis, J. Gillingham Fell,

DANIEL SMITH, JR., President. WILLIAM G. CROWELL. Secretary, 9305

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Capital \$400.006 to Accounce Surplus 944.543 if Fremiums 1,162,008 to URSETTLED CLAIMS, INCOME FOR 1866 LOSSES PAID SINCE 1829 OVER \$5,000,000. Perpetual and Temporary Policies on Liberal Terms.

Oharles E Bancker, Edward C. Dale,
Tobias Wagner,
Samuel Grant,
George W. Richards,
Isaac Lea,
CHARLES
EDWAED C. DALE, Vice-President,
JAS. W. McALLISTEE, Secretary protem.

E OV

The Girard Fire and Marine Insurance Company

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LIVERPOOL AND LONDON AND

GLOBE INSURANCE COMPANY Capital and Assets, \$16,000,000.

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ATWOOD SMITH, General Agent for Pennsylvania. OFFICE,

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In addition to MARINE and INLAND INSURANCE, this Company insures from loss or damage by FIRE, or liberal terms on buildings, merchandise, furniture, etc., it of maited perioda, and permanently on buildings, by deposit of premium.

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JOHN WUCHERER, President.

SANUEL WILCOX, Secretary.

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MONUMENTS, TOMBS. GRAVE-STONES, Etc. Just completed, a beautiful variety of

ITALIAN MARBLE MONUMENTS.

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Will be sold cheap for cash.

Work sent to any part of the United States. HENRY S. TARR MARBLE WORKS, 124 wim! No. 710 GREEN Street, Philadelphia

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Twines, Etc. No. 23 North WATER Street, and No. 22 North DELAWARE Avenue,

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SLATE MANTELS are assurpassed for Durability, Beauty, Strength, and Cheapness. SLATE MANTELS and Slate Work Generally, made to order.

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SAIL DUCK AND CANVAS.
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Tent Awning. Trank, and Wagon Cover Duck. Asso,
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Chesnut. Established 1861.
Revenue Stamps of every coacription constantly on Orders by Mail or Express promptly attended to.

RAILROAD LINES.

PHILADELPHIA, WILMINGTON AND BAL-TIMER RAILROAD, TIME TABLE.

Commercing MONDAY, December 24, 1868. Trains will leave Depot. corner of BROAD Sweet and WASHINGTON Avenue, as follows:

Express Train at 415 A. M. (Mondays excepted), for Estimors and Washington, stopping at Chester, Whinington, Newark, Elkton, Northeast, Perryvile, Havre-deGrace, Aberdeen, Perryman's, Edgewood, Magnelia, Chase's ane Stenmer's Rim.

Way Mail Train at 816 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting with Delaware Rallocad at Wilmington for Crisfield and intermediate stations.

intermediate stations.

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

Express Train at 2 P. M. (Sundays excepted), for Baitmore and Washington, stouping at Chester, Claymont, Wilmington, Newark, Elkton, Northeast, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolfa, Chase's and Stemmer's Run.

Night Express at 11 P. M. (daily), for Ballimore and Washington, Connects at Wilmington with Delaware Ballimore. ington. Connects at Wilmington with Delaware Enfrost line (Saturdays excepted), stopping at Middletown, Smyrna, Dover, Harrington, Seaford, Sallsbury, Princess Anne, and connecting at Crisneld with Boat for Norfolk, Portsmouth, and the South. Passengers by Boat from Bal imore for Fortress Mon-roc as d Norfolk will take the 11-42 A. M. train.

WILMINGTON ACCOMMODATION TRAINS, Stopping at all Stations between Philadelphia and mington.

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

M. The 4°50 P. M. train connects with Delaware Railroac
for Miford and informediate stations. The 6 P. M. train
runs to New Castle.

Leave Wilmington at 715 and 8°30 A. M., 3 and 6°30
(daily) P.M.

FROM BALTIMORE TO PHILADELPHIA. Leave Baltimore 7-25 A. M., Way-man, 2-35 A. M. Express, 1/10 P. M., Express, 6/35 P. M., Express, 8-20

Leave Baltimere 725 A. M., Way-man, 2-35 A. M., Express. Fig. P. M., Express. 635 P. M., Express 872 P. M., Express 872 P. M., Express 874 P. M., Express 841 P. M. Exave Chester at 445 and 334 A. M., and 338 P. M. Leave Chester at 445 and 334 A. M., and 338 P. M. Leave Baltimore at 1000 and 240 A. M., and 418 P. M. Express Baltimore at 825 P. M., stopping at Havie-de-Grace, Perryville, and Wilmington. Also stops at Elixton and Newark to take passengers from Philadelphia and leave passengers from Washington or Baltimore, and Chester to 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. 228 Chesmut street, a nader Continental Hotel. Persons purchasing tickets at this office can have their baggage checked at their residence by Graham's Baggage Express.

118 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 carsof the Market Street Passenge
Railway. Those of the Chesnut and Walnut Streets Bail
way run within one square of it.
On Sundays—The Market Street cars leave Eleventh and
Mann's Hag gage Express will call for and deliver Haggage at the Depot. Orders left at the Office, No. 531 Chesnut street, will receive attention.
Thans Leave Dupot, Vie.:—

Mail Train. at \$00 a. M. Paoli Accommodation, No. 1 & 2, at 10 A. M. & 1: 20 P. M. Fast Line and Eric Express. at 12 00 M. Parkesburg Train. at 12 00 P. M. Parkesburg Accommodation. at 12 00 P. M. Harrissburg Accommodation. at 2 30 Elancaster Accommodation. at 4 00 Philadeiphia Express. at 11 00 Philadeiphia Express. at 11 00 Philadeiphia Express leaves daily, except Saturday. Philadeiphia Express leaves daily. All other trains daily, except Sanday. TRAINS LEAVE DEPOT, VIE. :--

HOR NEW YORK.-THE CAMDEN AND Amboy and Philadelphia and Trenton Kaliroad Com-pany's Lines.

FROM PHILADELPHIA TO NEW YORK
and Way Places, from Walnut Street Wharf, will leave at

At 6 A. M., via Camden and Amboy, Accommodation, via Camden and Jersey City Express. ... 3 & At 8 A M., via Camden and Jersey City Express. ... 3 & At 2 P. M., via Camden and Amboy Express 3 % At 6 P. M., via Camden and Amboy Accommodation and Emigrant 1st class ... 2 22 At 6 P. M., via Camden and Amboy Accommodation and Emigrant 2d class. ... 185 At 10 A. M. 2 and 5 P. M., for Mount Holly, Ewansville, Pemberton, Birmingham, and Vincentown, and at 6 A M. and 6 P. M. for Mount Holly only. At 6 A. M. and 2 P. M. for Freehold. At 6 and 10 A. M., 1, 4, 5, 6, and 12 0 P. M. for Fish House, Palmyra, Riverton, Progress, Delanco, Beverly, Edgewater, Burlington, Florence, Bordentown, etc. The 10 A. M. and 4 P. M. lines run direct through to Trenton. The 1 P. M. Market Lines will leave from foot of Market Steret, a pper Ferry.

Steed, topper Ferry.

LINES FROM KENSINGTON DEPOT WILL LEAVE
At 11 A. M., 430, 645 P. M., and 12 P. M. (Night), via

Rensington and Jersey City Express Lines, fare \$300.

The 645 P. M. Line will run daily. All others Sundays excepted.
At 7:80 and 11 A. M., 3, 3:30, 4:30, 5, and 6:45 P. M. and 12 Midnight, for Bristol, Trenton, etc.; and at 10:15 A, M.

for Bristol.
At 7 30 and 10 15 A. M., 3, 4 30, 5, and 12 P. M., for Schenck's
At 10 to A. M., 3, 5, and 12 P. M. for Eddington.
At 7 30 and 10 15 A. M., 3, 4, 5, 6, and 12 P. M. for Cornwell's, Torresdale, Holmesburg, Tacony, Bridesburg, and
Frankford, and at 8 P. M. for Holmesburg and intermodified stations.

Frankord, and at S P. M. fer Holmesburg and intermediate stations.

At 18 15 A. M., 3, 4, 5, 6, 8, and 12P. M. for Wissimoming.

BELVIDERE DELAWARE RALLMOAD.

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

At 7 30 A. M. for Niagara Falls. Buffalo. Dunkirk. Canandays, Elmira, Ithaca. Owege, Richester, Burghamton.

Oswego, Syracuse, Great Bond. Montrose. Wilkesbarre, Beranton. Stroudsburg, Water Gap, etc.

At 7 30 A. M. and 8 30 P. M. for Belvidere, Easton, Lambertville, Fismington, etc. The 8 30 P. M. Line connects direct with the urain leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc.

At 6 P. M. for Lambertville and intermediate stations.

January 7, 1867. WILLIAM H. GATZMER, Agent.

TOHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD. On and after THURSDAY, November 1, 1866, until fur-

ther notice.

FOR GERMANTOWN.

Leave Philadelphia 6, 7, 8, 9, 10, 11, 12 A. M., 1, 2, 3 %, 534, 4, 5, 534, 6 10, 7, 8, 8, 10, 11, 12 P. M.

Leave Germantown 6, 7, 734, 8, 8 20, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 43, 6, 6, 24, 7, 8, 9, 10, 11 P. M.

The 8 20 down train, and 334 and 54 up trains will not stop on the Germantown Branch.

stop on the Germantown Branch.

ON SUNDAYS.

Leave Philadelphia 9:24 A. M., 2, 7, and 10% P. M.

Leave Germantown 8.4 A. M., 1, 6, and 10% P. M.

CHENNUT HILL RAILBOAD

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

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

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

ON SUNDAYS.

Leave Philadelphia 9:28 minutes A. M., 2 and 7 P. M.

Leave Chesnut Hill 7:50 minutes A. M., 12:40, 6:40, and 9:20 minutes P. M.

9 25 minutes F. M.

FOR CONSHORICKEN AND NORRISTOWN.
Leave Philadelphia 6, 8 35 Hr05, minutes A. M., 1½, 3, 4½, 5½, 5½, 500 minutes and 11½ P. M.
Leave Norristown 5 40, 7, 7 50 minutes, 9, 11 A. M., 1½, 3, 4½, 6½, 8 and 8 P. M.
The 5½ P. M. train will stop at Falls, School Lane, Wissahickon, Manayunk, Spring Milis, and Conshohocken only
ON SUNDAYS.
Leave Philadelphia 9 A. M., 2½ and 6½ P. M.
Leave Norristown 7 A. M., 5 and 8½ P. M.
Leave Fhiladelphia 6, 835, 1705 minutes A. M., 1
3, 5½, 6½, 650, 500, and 11½ P. M.
Leave Manayunk 6 10, 7½, 8.20, 9½, 11½ A. M., 2, 5, 6½, 8½, P. M.

ON SUNDAYS.

Leave Philadelphia 9 A. M., 2½ and 6½ P. M., Leave Manayunk 7½ A. M., 5½ and 5 P. M., Leave Manayunk 7½ A. M., 5½ and 5 P. M., 1 15 Depot SINTH and GHEEN Streets PARITAN AND DELAWARE BAY RAIL-BOAD. On and after December 13, 1885, trains will run daily, Sundaya excepted from Cooner's Point, Camdon, opposite VINE Street Ferry, as iollows:— 11-30 a. M. Way Freight for all stations; passenger car attached

car attached 6-10 P. M -Through Freight for New York; passen-6-10 P. M.—Through Freight for New York; passenger on attached.
Freight recaived in Philade phia at the Company's warehouse. No. 290 N. DE LAW. RE Avenue, until 5 o'clock P. M., reaching New York early next morning. Freight bost leaves Pier No. 32, North river, New York foot or DUANE Street, daily, Sandays excepted, at 5 P. M., reach as Phila icibila early next morning. The 9 A. M. train from Philadelphia and the 11 A. M. train from New York, are discontinued.

General Freight Asent, Red Bank N. J. W. N. CLAYTON. Superintendent, Red Bank, N. J. R. H. CHIP MAN. Avent. BAILBOAD LINES,

PEADING RAIL BOA
FROM PHILADELPHIA TO THE INTERIOR
FENNSYLVANIA, THE SCHLYLRILL, SUSQU
HANNA, CUMERILAND AND WYOMING VA
LEYS, THE NORTH, NORTHWEST, AND TI
CANADAS. WINTER ARRANGEMENT OF PASSENGER TRAD October 8, 1866, Leaving the Company's Depot, at THIRTEENTH a CALLOWHILL Streets, Philadelphia, at the follows

MORNING ACCOMMODATION,
At 7:30 A. M., for Reading and intermediate Stations.
Returning, leaves Reading at 6:30 F M., arriving
Philadelphia at 9:10 F M.
MORNING EXPRESS,
At 8:15 A. M., for Reading, Lebanon, Harrisburg, Pot
ville, Pinegrove, Tamaqua, Sunburg, Williamspe
Elmira, Rouhester, Mingers Falls, Buffulo, Allentov
Wilkesbarre, Pitaton, York, Carlisle, Chrisbersbu-Wilkesbarre, Pittston, York, Carlisle, ChrimbersbulHagerstown, etc. etc.
This train connects at BEADING with East Penns
yanta Railread trains for Allentown, etc., and the Lebat
Valley train for Harrisburg, etc., at FORT CFINTO
with Catawissa Railroad trains for Williamsburg, Lo
Baven, Elmira, etc.; at Harrisburge with Morthe
Central, Cumberland Valley, and Schi yikill and Susque
hanna trains for Northumberland, Wilhamsport, Yor
Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS
Leaves Philadelphia at 250 P. M., for Reading Pott
ville, Harrisburg, etc., connecting with Ecoling a
Columbia Railroad rains for Columbia, etc.

READING ACCOMMODATION

READING ACCOMMODATION

Leaves Reading at 6°30 A. M., stopping at all way at tions, arriving at chiladelphia at 5°40 A. M.

Returning, leaves Philadelphia at 4°30 P. M.; arrives Reading at 7°35 P. X.

Trains for Philadelphia leave Harrisburg at 8°10 A. M. and Poutsville at 8°45 A. M., arriving in Philadelphia 1°00 P. M. Afternoon trains leave Harrisburg at 2°10 M., Pottsville at 2°45 P. M., arriving in Philadelphia 6°45 P. M. READING ACCOMMODATION

M., Pottsville at 245 P. M., arriving in Philadelphis 645 P. M.

HARRISHURG ACCOMMODATION

Leaves Reading at 7 10 A. M., and Harrisburg at 4 16 1

M. Connecting at Reseing with Marrioon Accommodation south at 6 35 P. M., arriving in Philadelphis at 92 P. M.

Market trein, with passenger our stranger beause Philadelphis P. M. Market train, with passenger oar attached, leaves Philadelphia at 12:45 noon for Reading and all way station Leaves Reading at 11:30 A. M., and Downingtown at 12:3 P. M., for Philadelphia and all way stations. All the above trains rm. daily, Sundays excepted.
Sunday trains leave Pottsville at 1:00 A. M., and Philadelphia at 3:15 P. M. Leave Prinadelphia for Reading at 8:00 A. M., returning from heading at 4:20 P. M.
CHESTER VALLEY HAILROAD.
Fassengers for Downington and intermediate point take the 7:00 and 8:10 A. M. and 6:30 P. M. trains from Philadelphia, returning from Downingtown at 7:00 A. M. and 12:00 noon.

and 18-20 noon.

NEW YORK EXPRESS FOR PITTSBURG AND THE Leaves New York at 7 and 9 A. M. and 8-20 P. M., passin Reading at 1-05 and 11-08 A. M. and 1-48 P. M., and connecting at Harrisburg with Pennsylvania and Norther Central Rairroad express trains for Pittsburg. Chicago Wilhamsport, Elmira Bahimore, stc.

Heturming, express train leaves hurrisburg on arrival of the Ponnsylvania express from Pittsburg, at 3 and 9-05 A. M. and 9-15 P. M., passing Reading at 4-40 and 1-9-22 A. M., and 11-50 P. M., and arriving to 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. Mell train for Harrisburg ben es New York at 12 M. SCHUYLKHLL VALLEY BALLROAD.

Trains leave Pottsville at 7 and 11-30 A. M., and 7-15 P. M., recorning from Tamaqua at 7-35 A. M., and 1-40 and 4-15 P. M..

CHUYLKILL AND SUSQUEHA NNA RAILROAD.

SCHUYLKILL AND SUSQUEILA NNA RAILROAD.

Trains leave Anburn at 7:50 x M for Pinegrove and
Harrisburg, and 1:50 F M. for Pinegrove and Training from Harrisburg as 5:20 F. M., and from Tramont at 7:35 A. M. and 5:45 F M.

Through first-class tlokets 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 BEADFORD, Treasurer, No. 227 S FOURTH Street,
Philadelphis, or of G. A. NICOLLS. General Superintenddent, Reading:—

COMMUTATION TICKETS.

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

At 25 per cent. discount, between any points desired, for milies and firms.
MILEAGE TICKETS. Good for 2000 miss between all points, \$52.50 each, for Good for 2000 miss between all points, \$52-50 each, for families and firms

SEASON TICKETS

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

CLERGYMEN

Residing on the line of the road will be furnished cards entiting themselves and wives to thekets at half fare.

EXCURSION TICKETS

From Philadelphis to principal stations, good for Saturday, Sunday, and Monday, at reduced fare, to be had only at the Ticket office, at THIRTEENTH and CALLOWHILL.

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

FREIGHT TRAINS

Leave Philadelphia daily at 5 35 A. M., 12 45 noon, and 6 P. M., for Resaing, Lebason, Harrisburg, Pottsville, Port Clinton, and all points forward.

Close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal tations only at 3 15 P. M. FREIGHT.

TOREIGHT LINES FOR NEW YORK AND PREMOTE LINES FOR NEW YORK AND althe Stations on the Camblen and AMBOY and connecting Railroads. INCREASED DESPATCH.

THE CAMBEN 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 42s o'clock, to be forwarded the sume day. arded the same day. Beturning, the above lines will leave New York at 12 noon, and 4 and 6 P. M.

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

Freight for Trenton, Princeton, Klugston, New Brunswick, and all points on the Camben and Amboy Railroad; also, on the Belvidere, Delaware, and Flemington, the New Jersey, the Freehold and Jamesburg, and the Burlingten 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 Central Railroad cannects 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, mist, 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 desunate at the time of shipment. For terms, or other information, apply to Waltfele Free Man., Freight Agent,

1 18 No. 226 S. DELAWARE Avenue, Philadelphia.

1867. PHILADELPHIA AND ERIE RAILern and Northwest Countries of Pennsylvania to the City
of Erie on Lake Eric. It has been leased and is operated
by the Pennsylvania Relifectal Company.

TIME OF PASSENGER TRAINS AT PHILADELPHIA.
Arrive Eastward—Eric Mail Train, 7A. M.; Eric Express
Train, 120 P. M.; Elmira Mail, 5 00 P. M.;
Leave Westward—Eric Mail, 9 P. M.; Eric Express
Train, 12 M.; Elmira Mail, 5 00 A. M.
Passenger cars run through on the Eric Mail and Express Passether cars run through on the Eric Mail and Express trains without change both ways between Philadelphia

Leave New York at 9 a. M., arrive at Eric 10 to 0. A. M.
Leave New York at 9 a. M., arrive at Eric 10 to 0. A. M.
Leave New York at 5 to 0 F. M., arrive at Eric 10 to 0. A. M.
Leave Eric at 5 to 0 F. M., arrive at New York 10 to 0. A. M.
Leave Eric at 9 10 A. M., arrive at New York 10 to 0. A. M.
Eiegant Steeping Cars on all the night trains.
For information respecting passenger business, apply at
corner THIETTETH and MARKET Streets, Phina.
And for freight business, of the Company's Agents, S. B.
Ringston, Jr., corner Thitteenth and Market streets,
Philadelphia; J. W. Reynolds, Eric; William Brown,
Agent N. C. R. R., Baltmore.
H. H. HOUSTON, General Freight Agent, Phila.
H. W. OWYNNER, General Ticket Agent, Phila.

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

VEST JERSEY RAILROAD LINES, FROM foot of MARKET Street (Upper Ferry).

LEAVE PHILADELPHIA AS FOLLOWS:—
For Bridgeton, salem. Midville, and all intermediate stations, at 8 A. Mail., 326 P. M., Passenger.
For Woodbury, 8 A. M., 830 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.

Bridgaten at 7:50 A. M. and 3:50 P. M. Freight, 6:30 P. M.

Salem at 6:50 A. M., and 3:50 P. M. Freight, 5:10 P. M.

Millville at 6:55 A. M., and 5:50 F. M. Freight, 5:10 P. M.

Cape May at 11:46 A. M., Passenger and Freight.

Freight will be received at First Covered Wharf above Walnut street, from 2:00 A. M. until 5:00 P. M.

That received before 7:00 A. M. will so through the same day.
Freight Delivery, No. 228 S. DELLAWARE Avenue.

1:18

WILLIAM J. SEWELL, Superintendent.

FOR NEW YORK, VIA RARITAN AND DELA-WARE BAY RAILROADS.—From Ferry foot o VINE Street, Philadelphia. 6P. M.—Freight for New York, and points North or Faut. 11 A. M -Way Freight.

11 A. M.—Way Freight.
Goods delivered at Company's Depot. No 320 N.
WHARVES. Philadelphia. by 5 P. M. will be forwarded by this line, and arrive in New York at 5
o'clock next morning.
Freight received at Pier No. 32 North River, N. Y.,
by 430 P. A., will be ready for delivery in Philadelphia

by 4-36 P. M., will be ready for delivery in Philadelphia carly the following morning.

FARE TO NEW YORK, TWO DOLLARS,

Ticket Office, Vine Street Forey.
For mrither information, apply to Gombany's Agents,
E. H. CHIPMAN, Freight Office and Depot, No. 220

N. WHARVES, Philadelphia,
J. B. BURT, Pier No. 32 North River, foot of DUANE Street, New York.

Or at dicasers' Freight and Passenger Office, Philadelphia, No. 411 CHEB NUT Street.

WILLIAM N. CLAYTON,

Superindendent, Red Bank, N. J.

General Freight Agent, Red Bank, N. S.

T. BRENT SWEARINGS N.

tiemeral Agent, Philadelphia.