### CONGRESSIONAL PROCEEDINGS.

The following are the Congressional proceed gs of yesterday, continued from our Fourth

# WASHINGTON, January 24.

Mr. WADE (Ohio), from the Committee on refitories, reported a substitute for the bill pendatory of the act providing a temporary vernment for the Territory of Montana, bick defines the powers of the Probate Courts the Territory, and legalizes the public acts of execond and third sessions of the Legislature, this improved or discovered by the next. til approved or disapproved by the next gular session of the Legislature; but that ne of the private acts of the said bodies shall deemed in force until approved by the next slon; provides for the apportionment of the ritory for Legislative districts; repeals the which provides for an appeal or writ of for to the Supreme Court of the United States om the Supreme Court of said Territory, or Judge or Court thereof, upon writs of ha-as corpus involving questions of personal edom; fixing the salaries of Territorial offi-rs, and repeals the act which provides that e Territories of Dakota and Montana shall be

urveyor-General's district. VAN WINKLE (W. Va.), from the Commitof Finance, reported a joint resolution sus-iding the collection of direct taxes in Vir-is, with the House amendments, with a her amendment providing that, in ascer-ing the quota of West Virginia of the tax used by the act of 1861, the Secretary of the He socretary of the same the same the same state of the same state of the same the same state of the same state of the counties now apposing the state of West Virginia hear to the value of the then whole State of Virginia, d by striking out section six of the House tendment, and changing the "joint resolum" to "an act."

n" to "an act."

Ar. Stewart (Nevada) introduced a bill for a relief of the inhabitants of cities and towns on the public lands, which provides that tenever any portion of the surveyed public das shall be settled upon as a town site, and, prefere, not subject to entry under agricultu-pre-emption laws, it shall be lawful for the porate authorities, or judge of the county, to be at the proper land office, at the minimum ie, the land so settled and occupied in trust the use of the occupants thereof; provided at the land to be so entered shall include only

ie, the land so settled and occupied in trust
he nace of the occupants thereof; provided
at the land to be so entered shall include only
th as is actually occupied by such city or
wn, and to be made in conformity with the
gal sub-division of the public lands, and
here the inhabitants number one hundred or
is the entry shall not exceed 320 acres; over
o hundred persons, 630 acres, and over one
minitee on Public Lands.
if, Pisseanden (Mc.), from the Finance Commiti, relorted the Legislative, Excettive, and Judicial
propriation bili, with out few amendancies. It adds
temporary clerks in the Treasury Department
one, with anthority for the classification of the same
the Secretary; for contingent expenses of the Buud statistics, 860,000; for facilitating felegraph cominication between the Atlaptic and Pacific, \$40,000,
to section appropriating money to pay the increased
npensation voted by the House during the Thirtyilli Congress to its clerks is stricken out and a secn added increasing the pay 6; watchmen at the
masury Department after July 1, 1867, to \$900.
The Malbarden of the members of the Suprame Courtcong the circuits, and for the appointment of a maral for the Supreme Court of the District of Columthe hundrings the Chief Justice, at a salary
side, and defines the duties of Said marshal. Also,
at the Supreme Court shall appoint a United States
arshal for the District of Columbia, in place of such
acce now appointed by the President. Referred to
2 Committee on the Judiciary.
The Tariff bill came up at one o'clock.

Ar, GRIMES (Jown) took the floor and delivered a
iten speech against the bill, saying the may who
poses this measure may expect to be slandered.
A protectionists have already poured out the vials
who do not believe this bill to be for the best
erests of the country, that portion of the public
ass which has been suborned to their interest,
rife with charges that the capital is througed
the free traders, and that Eriths gold is being used
defeat American interests, and every man is con-

retrith, call the robbing of American state in the inculture.

I means that the men who are interested in the same of this bill are bent upon taking the legislang of the country not their own hands, that they are willing that there should be free inquiry into the need; that, conscious of the interested motives of air own action, they cannot conceive it possible that lers should act from different motives. Knowing evenality of their own editors, they cannot think of the triing as an independent, manly American venality of their own editors, they cannot think of h a thing as an independent, manly American tor. This mad dog cry of "British gold" and "inteled motives" passes by me like an idle wind. If, GRIMES (lowa) then proceeded to examine I condenn the details of the bill. It was not, he I, a bill to raise revenue; it would decrease the enue and destroy the commerce of the country, vould injure the very interests it intended to prote It was unjust to the agricultaris interests of the set. It protected wool manufacturers, but operated inst wool growers.

I the conclusion of Mr. Grimes' speech the questivation of Mr. Grimes' and the question of the condition of Mr. Grimes' speech the questions upon the amendment of Mr. Edmunds, to hooks, maps and charts, imported for the use of dic and college libraries and literary societies, in the free libit.

c and college libraries and literary societies, the free list.

HENDRICKS (Ind.) opposed the amendment, e ground that faxes should be borne by all alike less like the present. SUMNER (Miss.) advocated the amendment, or the existing laws the provision was already in

e, amendment was agreed to—yeas, 22; nays, 13, r, SUMNER (Mass.) offered an amendment to maps, charts and engravings, executed prior to on the free list, and said these articles could not e in competition with the manufactures of the

ntry. FESSENDEN said the committee had made a erence in the tariff on these articles manufacod before 1840. They had put a low rate of duty on m, but were not willing to let them in free of arge.

If WILLIAMS (Oregon) was opposed to the expition of incurres while the necessaries of life were heavily taxed.

If CONNESS would like to have the country in a enjoyment of the exemption contained in Mr. mner's amendment, but he could not vote for it lie the country had to be taxed as now to pay the penses of the Government. The amendments were

sed to. SUMNER moved to amend, by placing books ished prior to 1.14 of the free list.

r. LANE (Ind.) opposed the amendment, saying was opposed to any exemption.

le disagreement of the House to the Sonato's and ments to the bill in relation to the appointment.

the disagreement of the House to the Sonato's lendments to the bill in relation to the appointment pension agents, was announced. The Senate insisted and agreed to the Conference mmittee called for by the House.

It Summer's amendment to the Tariff bill was disagreed to Messrs. FLENENDEN, SUMNER, and ters, and was then disagreed to year, it, may be to the conference of mathematical instruments and apparatus, implied in good faith for any public scientific or collected in good faith for any public scientific or collected in good faith for any public scientific or collected in good faith for any public scientific or collected in good faith for any public scientific or collected in good faith for any public scientific or collected in good faith for any public scientific or collected in good faith for any public scientific or collected under out the passage of the bill.

If CHANDLER (Mich.) hoped to see the duty on the increased instead of being reduced. Luminer is the product of latter, and could not be sufficiently objected under existing tariffs.

The amendment of Mr. Kirkwood was disagreed to, and could not be followed to the sufficiently of the could be sufficiently of the could be sufficiently of the could be sufficiently the could be sufficiently of the sufficiently that the product of latter, and spoke in the product of amendment as necessary for protection of the amendment as necessary for protection of the sufficient and applied in the rest.

great agricultural interest. Mr. FRELINGHUYSEN said it was his intention. Mr. FRELINGHUYSEN said it was his intention move to amend so as to make the duty on binseed senty cents instead of sixteen, and on the oil thirty-receinstend of twenty-three cents.

Mr. FESSENDEN spoke at some length against the oposed amendment, defending the provisions of the litar reported by the committee on this subject. Mr. WILSON (Mass.) introduced a resolution, which as adopted, calling upon the Secretary of War to now if any officers appointed under the Regular my bill of tast summer have failed to join their rements. If so, to furnish their names, rank and registrests, with the causes why they have not joined their moments.

mmand.
Wf. CATTELL (N. J.) presented the credentials and difficate of election of Frederick T. Fredingbuysen, one by the Legislature of New Jersey to fill the vacy occasioned by the death of Mr. Wright.
Mr. Fredingbuysen has up to this time held his seat y appointment of Governor Ward. He came forward and took the eath of office under the credentials.
Mr. WADE (Ohio) resumed the floor in advocacy of a regulation.

MORGAN (N. Y.) opposed any increase in the After further debate by Mesars. FESSENDEN, After further debate by Mesars. FESSENDEN, HERMAN and FRELINGHUYSEN, the amendment of Mr. Wade was disagreed to.

Mr. FRELINGHUYSEN (N. J.) moved to amend a lineasing the duty on linseed or flaxseed to 20 on por bushel, and on linseed oil from 25 to 20 cents are also.

was debated by Messrs, WILLIAMS and HOWE (Wis.) called for a division of Mr. Fre-Mr. HOWE (Wis.) called for a division of Mr. Fre-schuvsen's amendment.
Mr. SPRAGUE (R. I.) said this was a commercial off. made in the interest of importers. Instead of increase there was a reduction of twenty-live per at from the present tariff on conten goods, and a pilar reduction on linea goods. He said he was

House of Representatives. Mr. C'NEILL. (Pa.) presented a potition numerously signed by manufacturers of cotton and wootlen tabrics in Philadelphia, praying that the burden of taxation may be tessened, that the five per cent tax on goods may be repealed, and that a drawback of three cents per pound on cotton may be refunded to the manufacturers, and that altarticles of luxury not produced in the United States may be taxed, and that there may be sendy action on the part of Congress of

there may be speedy action on the part of Congress of the Tariff and Tax bills, so that the mills and factors may be in full operation.

The House then went into Committee of the Whole on the State of the Union, Mr. Walker in the Chair, and was addressed on the financial question by Mr.

reduction instead of an increase.

Mr. FESSENDEN (Me.)-It's a queer kind of com-

ergial tariff.
The amendment of Mr. Prelingbuyson was then

adopted.

Mr. DIXON moved to add firearms and swords to the twenty-first section, so as to allow a drawoack on these articles when experied.

The Senate adjourned at a P. M.

#### MISCELLANEOUS.

MONUMENTS, TOMES, GRAVE-STONES, Etc.

Just completed, a beautiful variety of TIALIAN MARRIE MONUMENTS.

TOMBS AND GRAVE-STONES.

Will be sold chesp for each.

Work sent to any part of the United States. HENRY S. TARR

MARBLE WORKS, 174 wimy No. 710 GREEN Street, Philadelphia FITLER, WEAVER & CO. MANUFACTURERS OF

Manilla and Tarred Cordage, Cords, Twines, Etc. No. 23 North Wa TER Street, and No. 22 North DELAWARE Avenue,

FRILADELPHIA.

FILER, MICHAEL WEAVER
COSEAD F. CLOTRIER. 2 14 912 ARCH STREET.—GAS FIXTURES, -VANKIEK & CC. would respect ully direct the attention of their triends, and the public generally, to their and elegant assortment of GAS FIXTURES CHANDELIERS, and ORNAMENTAL BRONZE WARES. Those wishing handsome and thoroughly made Goods, at very reasonable prices, will find it to their advantage to give us a call before purchasing elsewhere. where, N. B.—Soiled or tarnished fixtures refinished with special care and at reasonable prices, 846m VANKIEK & CO.

W. Baker & Co.'s Chocolate Cocoa, and Broma. Crocker Bros. & Co.'s Yellow Metal Sheathing, doits and Nalis.

COTTON AND FLAX SAIL BUCK AND CANVAS. Tent, Awning, Trank, and Wagon Cover Duck. Also, Paper Sianu acturers Drier Feits, from one to seven feet wide; Paulins, Belting, Sail Twine etc.

JOHN W. EVERMAN & CO.,

No. 103 JONES Alley.

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

Machine Work and Millwrighting promptly attended

A LEXANDER G. CATTELL & CO.
PRODUCE COMMISSION MERCHANTS
No.: 6 NOL/H WHARVES
NO. 2 NORTH WATER STREET,
PHILADELPHIA
ALEXADDER G. CATTELL. 225 ELIJAR G CATTELL.

PRIVY WELLS-OWNERS OF PROPERTY-The only place to get Privy Wells cleaned and d a-niccted at very low prices. Very low prices.

A. PEYSON,

Manufacturer of Poudretts

GOLDSMITHS HALL, L BRARY Street

THE NEWS-STAND, S. W. CORNER SEVENTH and CHESNOT Streets is open daily until 9 P. M., for the sale of the leading Morning, Evening, Weekly, Sunday, and Illustrated Newspapers of this city; together with the New York dailes together with the New York danies

# RAILROAD LINES.

N EW AND SHORT ROUTE TO THE OIL REGION.

WARREN AND FRANKLIN RAILWAY.

Trains will run on this road as follows:—
GOING SOUTH.

7:00 A. M., Through Train. Leaves Irvineton, at Junction of F & E. R. & stopping at principal stations, arrives at Oleopoils at 16 IV, and at Oil City at 11 A. M., connecting with trains for Franklin and other points. 1-10 r. M. Through Train. Leaves Irvincton, stopping at all principal stations, arrives at Oil City at 5-50

7:30 A. M., Pithole Accommodation, Leaves Gicopolis,

he time of scarting.

Passengers leaving Eric at 10.25, reach Oil City at 4.50, M., or can stop at Thiomte and return to Eric same day.

Passengers leaving Outdry at 9.30 A.M., arrive at Philalelphia at 7.00 A.M. next day, or at Eric at 4.00 P.M.

nic day.

Pixseniers leaving Oil City at 12 50 P. M., arrive at Erie at \$60 P. M. same afternoon, or at Philadelphia alternoon of the solowing day.

All trains south leave Irvinston after arrival of trains on Philadelphia and Erie Raliroad, condect at Oleopolis for Pixole, and at Oil City with trains for Franklin and other points. points.
All trains North leave Oil City after arrival of train from Frankhn, connecting at Oleopoils with trains for Pithole, and at Irvineroi, with trains bound both East and West on P. & E. R. R.
NATHANIEL P. HOBAFT, General Superfurendent,

General Superintendent, Warren and Franklin Railroads. NEW AND MOST DIRECT ROUTE TO THE

NEW AND MOST DIRECT ROUTE TO THE OIL REGIONS.
WARREN AND FRANKLIN RAILWAY.
1866. WINTER ARRANGEMENT. 1867.
From Thursday, November 23, 1866. trains leave Irvineton (at the junction of the Philadelphia and Eric Railroad, 380 miles from Philadelphia).
GOING SOUTH TO OIL CITY.
6.55 A. M. Mail Train arrives at Tidionic at 7.35 A.M.;
Oleopolis at 949 A.M.; and Oil City at 4.50 A.M.;
136 P. M. Express Train arrives at Tidionic at 7.56P.
M.; Oleopolis at 4.15 P. M.; and Oil City at 4.56 P. M..
GOING NORTH TO IRVINETON.
Trains leave Oil City as follows:
9.10 A. M. Express Train arrives at Oleopolis at 9.30 A.
M.; at Tidionic at 11.50 A.M.; and at Irvineton at 12 noon making close connection with P. and E. Railroad trains for Filladelphia and all points, but . East and West Passengers for Philadelphia by this train arrive there at 7.a.M.;
1.20 P. M. Mail Train arrives at Oleopolis at 1.55 P. M.;

West Passengers for Philadelphia by this train arrive there at 7. s. M.

1-20 P. M. Mail Train arrives at Oleopolis at 1.55 P. M.;

Todicute at 3.35 P. M.; and at Irvine on at 4.15 P. M.;

Todicute at 3.35 P. M.; and at Irvine on at 4.15 P. M.;

making close connection for the West Philadelphia passengers by this train semath at Irvineton units 11 P. M., arriving at Philadelphia at 1.26 P. M.

All trains going South leave Ivineton after arrival of trains on Philadelphia and Eric mailroad, connect at Oleopolis for Pit-hole City, and at Oli City with Atlantic and Great Western Hallway irains for Keno, Franklin, and Meadville, and with trains of Farmers' Sallway for ious-ville. Humbolat, Plumer, Rynd, Tarr and Story Farms, Petroleum Centre, etc.

All trains going North leave Oil City and Oleopolis after arrival of trains from above points.

By this route passengers can leave Philadelphia at noon arrive at Irvineton at 6.30 s. M., naving 15 minutes for breakrast, and arrive at Oil City at 8-45 A. M. Time through only 22 hours: Or passengers can leave Philadelphia at 2.56 P. M. arrive at Irvineton at 4.23 P.

M. next day, remain over night and take the 6 54 A. M. train South.

At Irvineton passengers will find four comfortable rain South
At Irvineton passengers will find four comfortable
hotels, and first-class dining saloon in the depot.
Be sure to obtain through tickets and baggage checks
at Pennsylvania Railroad Depot West Phladelphia,
via Warren and Franklin Enitway, the great short
route to the Oil Region
IRAAC BLAKSLEE, Superingendant
BEVERIEY E KEIM, General Freegut and Ticket

INSURANCE COMPANIES OFFICE OF THE UNION MUTUAL INSURANCE COMPANY OF PHILADELPHIA, N. E.
COTPO! THIRD and WALNUT Streets, Philadelphia,
FIRE, MABINE, AND INLAND INSURANCE,
INCORPORATED 1894.
The following statement of the affairs of the Company is published in accordance with a provision of its
linerter. 55 146 62 B307,649 43 Esrned premiums during the year ending as Or Fire 1948. Received from interests on investments and

Commutation to customers in New of serie ... \$25,533-69 my of a himdelphia 6 percent, bonds,..... of Pitisburg 6 per cent bonds......... or Pittsburg 5 per cent bonds. en aud Amboy Rairosd 6 per cent cou 11,200 60 den and Amboy Railroad 6 per cent cou-

Cameen and Amboy Railroad 6 per cent coupon bonds, 1875.

amden and Amboy Railroad mortgage bonds amden and Amboy Railroad mortgage bonds.

Do. do. second do. do.

Philade phila and Eric Railroad Bonds.

North Penns) Ivania Railroad Bonds.

Chesapeake and Delaware Canal Bonds.

Schuylkili Navigation Canal Bonds.

Wyoming Valley Canal Bonds.

106 "North Fennsylvania Railroad Co.
106 "Wyoming Valley Canal Co.
28 "Philadelphia National Bank.

188 "Farmers' and Mechanics' Bank.

183 "Union Mutual Insurance Co.
29 "Philadelphia National Bank.

199 "Phonix Insurance Co.
20 "Philadelphia Said Co.
20 "Philadelphia Dail Southern Steamship Co.

20 "Philadelphia Dail Southern Steamship Co.

Cash in Bans Due for unsettled premiums..... H. F. Robinson, Richard S. Smith.

H. F. Robinson,
Samuel C. Cook,
James R. Campbell,
William S. Bairti,
Charles Wheeler,
S. Deibert,
Norris S. Cummings,
Solomon Townsend,
F. Lavergue,
John Moss,
J. S. Perot,
George H. Shehle.
PICHARD S. SMITH, President.
Cretary.

1 15 121 Bonaro S. Smith,
S. Destonet,
A. E. Borie,
Francia Tete,
John H. Irwin,
Newberry A. Smith,
lienry Lewis
Willam C. Kent,
J. P. Steiner,
Edward L. Clark,
George Lewis George Lewis, Ellis Yarnall, JOHN Moss, Secretary.

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

PHILADELPHIA.

Against General Accidents of
I descriptions at exceedingly low rates.
Insurance effected for one year, in any sum from \$100
p. \$10,000, at a premium of only one-half per cent,
curring the full amount insured in case of death, and
compensation each week equal to the whole pretunn paid bhart time Tickets for 1, 2, 3, 5, 7, or 10 days, or 1, 3, or months, at 10 cents a day, insuring in the sum of \$5000, or giving \$15 per week if disabled to be had at the central Office. No. 183 S. FOURTH Street, Philadelina or at the various Railroad Ticket offices. Be save purchase the tickets of the North American Transl regrance Company. cance Company,
circulars and further information apply at the
re; Office, or or any of the authorized Agents of the

JAMES M. CONRAD, Treasurer.

JAMES M. CONRAD, Treasurer.

BENRY C. BROWN, Secretary.

JOHN C. BULLITT, Sullettor.

DIRECTORS.

L. L. Houpt, late of Fennsylvania Bailread Company J. E. Kingsley, Continental Hotel, Sanue, C. Falmer, Cashler of Com. National Bank, B. G. Leksenins, Nos. 23, and 239 Dock street, James M. Courad, firm of Conrad & Walton, No. 62 Enoch Lewis, late Gen. Sup't Penna R. R. Andrew Mehiner, S. W. corner of Third and Walnut Andrew Mensuey, S. 1.

reets,
G. C. Franciscus Gen. Agent Penna R. R. Co.
Thomas K. Feterson, No. 3036 Market street.
W. W. Kurtz, firm of Kuttz & Heware, No. 25-8

1.3 ly

# M O V A L.

The Girard Fire and Marine Insurance Company

HAVE REMOVED TO THEIR

NEW OFFICE

NORTHEAST CORNER

CHESNET and SEVENTH Streets. PHILADELPHIA.

1829-CHARTER PERPETUAL: franklin Fire Insurance Co.

PHILADELPHIA. Assets on January 1, 1866. \$2,506,851'96.

Aprilai 8400,000-00
Accidet Surplus 944,543-15
Premiums 1,102,308-31
UNSETTLED CLAIMS, INCOME FOR 1868 £11,467.58. LOSSES PAID SINCE 1829 OVER \$5,000,000. Perpetual and Temporary Policies on Liberal Terms.

DIRECTORS.

Charles M Bancker, Edward C, Dale,
Tohias Wagner,
Szmuel Grant,
Leores W. Richards,
Isaacles,
CHARLES N. BANCKER, President,
EDWARD C. DALE, Vice-President,
JAS. W. McALLISTER, Secretary protem.

PROVIDENT LIFE AND TRUST COMPANY PROVIDENT LIFE AND TRUST COMPANY
OF PHILADELPHIA
No. 111 South FOURTH Street.
INCORPORATED 30 MONTH. 220, 1865. I
CAPITAL, \$180.000, PAID IN.
Insurance on Lives, by Yearly Premiums; or by 8, 19,
or .0 year Premiums, Non-forielture.
h.mowments, payable at a nuture age, or on prior
decesses, by Yearly Premiums, or 10 year Premiums—
both classes Non-forielture.
Annutures granted on favorable terms.
Term Fo kies. Children's Endowments.
Term Fo kies. Children's Endowments.
This Company, while giving the insured the security
of a paid up Calital, will divice the entire profits of the
life business among its Policy holders.
Moneys received at interest, and paid on demand.
Authorized by charter to execute Trusts, and to actas
Executor or Auministrator, Assignee or Guardian, an
in other flouciary capacities, under appointment of any
court of this Commonwealth or of any person or or
scap, or bodies politic or corporate.
SAMUEL E. SHIPLEY MCHARD CADBURY

SAMUEL E. SHIPLEY.
SAMUEL E. SHIPLEY.
SEEMIAH HACKER,
WICHARD WOOD,
WM. C. LONGSTEETH,
CHARLES F. COFFIN.
AMUEL R. SHIPLEY.
President.
FROM AS WISTAR, M. D., J. B. TOWNBEND,
Medica Examiner.
Legal Advisor,

INSURANCE COMPANIES.

DELAWARE MUTEAL SAFETY INSU-lature 6: Pennsylvania, 1835. On.ce, S. E. Corner THIRD and WALNUF Streets
Philadelphia.
MARINA. INSURANCES
on vessels, cargo, and ireight, o sil parts of the world
INLAND INSURANCES
on goods by river, canal, lake, and land carriage, to parts of the Union.
FIRE INSURANCES

on merchandise generally.
On Stores, Dwelling Bouses, Etc. ASSETS OF THE COMPANY, November 1, 1866. 2:10,000 United States 5 Fer Cent Loan, 120 000 United States 6 Per Cens. Loan, 100 000 United States & Per Cent. Loan, 1881.

100 000 United States 7 3 10 Per Cent. Loan, Trensury Notes.

125,000 City of Philace phia six Per ent. Loan (exempts).

54 000 State of Pennsylvania Six. Per Cent. Loan.

44,000 State of Pennsylvania Five Per Cent Loan.

50,000 State of sew Jersey Six Per Cent. Loan. Lonn.

20,000 Pennsylvania Raitroad, ist Mortgage, Six Per Cent. Bonda.

25,000 Pennsylvania Raitroad 2d Mortgage Six Per Cent. Bonda.

25,000 Western Pennsylvanias Raitroad Six Per Cent. Bonda (Penna. R. R. guarantees).

20,000 State of Tennessee Five Per Cent. Lonn. 7.0 0 this of Tennessee Six Perguent.

10.00 State of Tennessee Six Perpent.
10.000 300 Shares Stock of Germantown Gas company (principal and interest unranneed by the cuty of Philadelputa).
1.156 143 Shares Stock of Pennsylvania Hadroad Company.
1.150 143 Shares Stock of North Pennsylvania Kaliroad Company.
1.150,000 30 Shares Stock of Philadelphia and Southern Mail Steamship (Ompany.
1.55,000 Loans on Bonds and Mortgage.
1.151 Liens, on City Property..... 15 000 00 20,000-00 198,900:00 Market value, \$1,070,280 75 Cost, \$1 650,552-05. 81 045,050 par. Real Estate. 28.000-00

38,923 98 2,930.6 41,540.6 \$1,407,321.56

\*This being a new enterprise, the Par is assumed as the market value Thomas C. Hang, John C. Davis. Samuel E.Stokes, Edmund A Souder. Theophilus Paulding, John & Penrose, Edward Darlington, H. Jones Brooke, Edward Latourcade, James Traquair.

Henry C. Palleit, Jr.,
James C. Hand,
William C. Fudwig,
Joseph H. Seai,
George G. Leiper.
Hugh Craig,
John D. Taylor,
Jacob Riegel,
THO MAS C. HAND, President,
HENRY LYLBUEN, Secretary

Lydnord Latourcade,
Jacob P. Jones,
James B. McFarland,
Johns P. Eyre,
Spencer Mollyaine,
J. B. Semple, Pitisburg
A. B. Berver.
D. T. Morgan,
George W. Bernardon,
George W. Bernardon,
JOHN C. DAVIS, Vice President,
HENRY LYLBUEN, Secretary

185

LIVERPOOL AND LONDON

## AND GLOBE INSURANCE COMPANY

Capital and Assets, \$16,000,000. Invested in United States, \$1,500,000. Total Premiums Received by the Company in 1865, \$4,947,175. Total Losses Paid in 1865, \$4,018,250

All Lesses promptly adjusted without reference t ATWOOD SMITH,

General Agent for Pennsylvania. OFFICE, No. 6 Merchants' Exchange PHILADELPHIA.

T HENIX INSURANCE COMPANY OF HENIX INSURANCE COMPANY OF FRILADELPHIA.

INCOMPORATED 1884—CHARTER PERPETUAL, No. 224 WALBUT SHEET, opposite the Exchange, in a caition to MARINE and INLAND INSURANCE, this Company insures from loss or damage by FIME, or liberal terms on buildings, merchandise, furniture, etc., for imited periods, and permanently on buildings, by deposit of premium.

The Company has been in active operation for more than SIX1X YEARS, during which an losses have been

premptly adjusted and paid DIRECTORS. John L. Hedge, h. Mahouy, John T. Lewis, William S. Grant, Bobert W. Leaming, D. Cark Wharton, Samuel Wilcox. Lawrence Lewis, Jr.
Davio Lewis,
Retijamm Etting.
Thomas H. Fowers,
A. R. McHenry.
Edmund Castillon,
Louis C. Norris.

Samuel Wilcox, JOHN WUCHERER, President. SARUE WILCOX, Secretary. FIRE INSURANCE EXCLUSIVELY.—THE

L THE INSURANCE EXCLUSIVELY.—THE PENNSYLVANIA FIRE INSURANCE COMPANY-Incorporated 1823—Charter Perpetual—No. 516
WALKUT Street, opposite independence Square.
This Company averably known to the community for overforty years, commune to insure against loss or camage by fire on Tubile of Private Bundings, either permanently of for a limited time. Also on Furniture, tacks of Goods, and Merchandise generally, on liberatories. Their Capital, together with a arge Surplus Fund. invested in the most careful manner, which erables them to offer to the insured an undoubted so unity in the case of loss. DIRECTORS

Daniel Smith, Jr., John Devereux. Alexander Benson, Heans Haddock, Jr.

Daniel Baddock, Jr.

DANIEL SMITH, Jr., President,

WILLIAM G. CROWELL, Secretary. 3303

ROOFING.

OLD SHINGLE HOOFS, FLAT OR STEEP, COVERED WITH GUTTA PERCHA E OOFING CLOTH, and coated with LIQUID GUTTA PERCHA PAINT, making em periectly water-proof. ROOFS repaired with LEARY GRAVEL ROOFS repaired with Guita Percha Paint, and warranted for five years.

LEARY SLATE ROOF'S coated with Liquid Guita Percha Paint, which becomes as hard as slate.

For TIN. COPPER, ZINC, and IRON BOOF'S this Paint is the se plus ultra of all other protection. It forms a perfectly impervious covering completely resists the action of the weather, and constitutes at thorough protection against leaks by rust or otherwise. Price only from one to two cents pe square toof. TIN and GRAVEL ROOFING done at the shortest notice.

Material constantly on hand and for sale by the
MARMOTH ROOFING COMPANY.

RECKLESS & EVERETT,

19 21 cm 12.21 fm



CLI SHINGLE ROOFS (FLAT OR STEEP) COVERED IN 1TH JOHA'S ENGLISH ROOFING CLOTH.

And coated with LIQUID GUTTA PERCHA PAINT, making them perfectly water proof, LEAKY GRAVEL HOOFS repaired with Gutta Percha Paint and/warranted tor five years LEAKY SLATE ROOFS coated with liquid which becomes as bard as slate. The COPPER ZINCOF IRON coated with Liquid Gutta Percha at small expectate. Cost ranging from one to two cents per square tool old Board of Shingle Roofs ten cents per square tool all complete. Materials constantly on hand and for sale by the PHILADELPHIA AND PEN'SYLVA SLA ROOFING COMPANY.

GEORGE HOBART.

112 Sm. No. 230 North FOURTH Steet.

ROBERT SHOEMAKER & CO. WHOLESALE DRUGGISTS.

MANUFACTURERS, IMPORTERS, AND DEALERS IN

Paints, Varnishes, and Oils, No. 201 NORTH FOURTH STREET. 10 24 SEC COR EE OF ACE.

PAILROAD LINES.

PEADING RAIL ROAD
GREAT TRUMS LINE.
INTERIOR OF
PENNSYLVANIA, THE SCHUYIMILL. SUBQUEHANDA, CUMBERLAND AND WYOMING VALLEYS, THE NORTH, NORTHWEST, AND THE
CONADAS.

CANADAS.
WINTER ARRANGEMENT OF PASSENGER TRAINS,
October 8, 1866,
Leaving the Company's Depot, at THIRTEENTH and
CALLOWHILL Streets, Passelphia, at the following

CALLOW HILL Streets, Philadelphia, at the following hours:—

MORNING ACCOMMODATION,
At 7:30 A. M., for Reading and intermediate Stations.
Roturning, leaves Reading at 6:30 P. M., arriving Philadelphia at 9:10 P. M., arriving Philadelphia at 9:10 P. M., MORNING EXPRESS,
At 8:15 A. M., for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Ecchester, Eingara, Falls, Buffale, Allentown, Wilkoabarre, Pittston, York, Carlisle, Chambersburg, Hagerstöwn, etc. etc.
This train connects at READING with East Pennsylvania Railread trains for Allentown, etc., and the Lebanos Valley irain for Barrisburg, etc., at PORT OFINTON with Catawissa Railread trains for Williamsburg, Lock Haven, Elmira, etc.; at HARRISBURG with Morthern Central, Cumberiand Valley, and Schuylkill and Snequebanda trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS

Loaves Phuadelphia at 3:30 P. M., for Reading Potts-ville. Harrisburg, etc., connecting with Reading and Coumbia Railroad rains for Columbia, etc.

Comminia Kaiiroad rains for Columbia, etc.

READING ACCOMMODATION

Leaves Reading at 6-20 A. M., stopping at all way stations, arriving at Philadelphia at 9-30 A. M.

Returning, leaves Philadelphia at 4-30 P. M., arrives in Reading at 7-30 P. M.

Trains for Philadelphia leave Harrisburg at 8-10 A. M., and Pottaville at 8-45 A. M., arriving in Philadelphia at 100 P. M. Afternoon trains leave Harrisburg at 2-10 P. M., Pottaville at 2-45 P. M., arriving in Philadelphia at 6-45 P. M.

HARRISBURG ACCOMMODATION

Leaves Reading at 7-30 A. M., and Harrisburg at 4-10 P. M. Connecting at Reading with Afternoon Accommodation south at 6-30 P. M., arriving in Philadelphia at 9-10 P. M.

P. M.
Market train, with passenger car attached, leaves Philadelphia at 12.45 moon for Reading and all way stations.
Leaves Reading at 11.36 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 for Reading at 8.00 A. M., returning from Reading at 4.25 P. M.

CHESTER VALLEY RAILROAD.

Passengers for Downington and intermediate points take the 7:30 and 8:15 A. M. and 4:30 P. M. trains from Philadelphia, returning from Downingtown at 7:00 A. M. and 12:30 noon.

and 12'30 noon.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST
Loaves New York at 7 and 9 A. M. and 8'00 P. M., passing Reading at 1'00 and 11 55 A. M. and 1'45 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad express trains for Pittsburg, Chicago Williamspert, Elmira, Baltimore, etc.

Returning, express train leaves Harrisburg on arrival o the Pennsylvania express from Pittsburg, at 3 and 9'05 A. M. and 9'15 P. M., passing Reading at 4'49 and 10'02 A. M. and 11'50 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. 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.

SUHUYLKILL VALLEY RAILROAD.

Trains leave Pottsville at 7 and 11:30 A. M., and 7-15 P.

M., returning from Tamaqua at 7-35 A. M. and 1-40 and 4-15 P. M.

SCHUYLKILL AND SUSQUEHA NNA BAILROAD.

SCHUYLKILL AND SUBQUEHA NNA RAILROAD.

Trains leave Anburn at 750 A. M. for Pinegrove and
Harrisburg, and 150 P. M. for Pinegrove and Tremont,
returning from Harrisburg at 550 P. M., and from Tremont at 755 A. M. and 555 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. BRADFOED, 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 amilies and firms.

MILEAGE TICKETS.

Good for 2000 miles between ad points, \$52.50 each, for amilies 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 entiling themselves and wives to tickets at half lare.

EXCURSION TICKETS

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

FREIGHT.

Streets.

FREIGHT.

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

FREIGHT TRAINS
Leave Philadelphia daily at 5-30 A. M., 12-45 noon, and 6 P. M., for Reacing, Lebanon, Harrisburg, Fottsville, Port Clinton, and all points forward.

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

TREIGHT LINES FGR NEW YORK AND

In all the Stations on the CAMDEN and AMBOY and connecting Railroads. INCHEASED DESPATCH.

THE CAMDEN AND AMBOY RALLROAD AND TRANSPORTATION COMPANY FREIGHT LINES for New York will seave Wall. Wall. Research of clock P. M. daily (Sundays excepted).

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

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

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

Freight for Trenton, Princeton, Kingston, New Brunswick, and all points on the Camden and Amboy Rallroad; also, on the Selvidere, Delaware, and Fismington, the New Jersey, the Freehold and Jamesburg, and the Burlington and Month Holly Railroads, received and forwarded up to 1 P. M.

The Bevidere Delaware Railroad, and at Manunsachunk with all points on the Delaware, Lackswana, and Western Hailroad, forwarding to Syracuse, Bulfalo and other points in Western New York.

The New Jersey Railroad connects at Phillips-burg with the Leshigh Valsey Railroad, and at Manunsachunk with all points on the Delaware, Lackswana, and Western Hailroad, forwarding to Syracuse, Bulfalo and other points in Western New York.

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

A slip memoranatum, specifying the marks and numbers, shippers and consignees, must, in every instance, be sent with each load or goods, or nor ceight 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 time of shipment. For terms, or other information, apply to wall the following the property of the pr TREIGHT LINES FOR NEW YORK AND

1867. -PHILADELPHIA AND ERIE RAIL.

seri and Northwest Counties of Pennsylvania to the City
of Eric on Lake Eric. It has been ignised and is operated
by the Pennsylvania Railreged Company.

Time Of Passenger Train, 7.A. M.; Eric Express
Train, 1°20 F. M.; Eindra Mail. 6 at P. M.; Eric Express
Train, 1°20 F. M.; Eindra Mail. 8 P. M.; Eric Express
Train, 1°20 F. M.; Eindra Mail. 8 D. A. M.;

Leave Westward—Eric Mail. 9 P. M.; Eric Express
Train, 1°20 F. M.; Eindra Mail. 8 D. A. M.

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

Leave Erie at 5:30 P. M., arrive at Erie 10:00 A. M., Leave Erie at 5:30 P. M., arrive at Erie 10:00 A. M., Leave Erie at 5:30 P. M., arrive at New York 4:40 P. M., Leave Erie at 5:10 A. M., arrive at New York 4:40 P. M., Leave Erie at 5:10 A. M., arrive at New York 10:10 A. M., Elegant Sleeping Cars on all the night trains. For information rashesting passenger business, apply at or information respecting passenger business, apply at the THIRTIETH and MARKET Streets, Phila. corner THIETIETH and MARKET Streets, Phila.

And for freight business, of the Company's Agents, S. B.

Kingston, Jr., cerner Thirseenth and Market streets,

Philadelphia; J. W. Reynolds, Erie; William Brown,

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

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

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

1 18 A. L. TYLEB, General Sup., Williamsport.

W EST JERSEY RAILROAD LINES, FROM

V EST JERSEY RAILEOAD LINES, FROM foot of MARKET Street (Upper Ferry).

LEAVE PHILADELIPHIA AS FOLLOWS:—
For Bridgeton, Salem, Miliville, and all intermediate stations, at 8 A. M. Mail., 330 P. M., Passenger.
For Woodbury, 8 A. M., 230 and 6 P. M.
For Cape May, at 330 P. M., M., and 456 P. M.

HETURNING TRAINS LEAVE
Woodbury at 7-15 and 8-40 A. M., and 456 P. M.
Bridgeton at 7-95 A. M. and 230 P. M. Freight, 6-45 P. M.
Miliville at 6-55 A. M., and 3-98 P. M. Freight, 6-45 P. M.
Miliville at 6-55 A. M., and 3-98 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 9-90 A. M. until 5-00 P. M.
That received before? 90 A. M. will go through the same day.
Freight Delivery, Ec. 228 B. DELAWARE Avenue.

1 10

WILLIAM J. SEWELL, Superintendent.

HOR NEW YORK, VIA RARITAN AND DELA-VINE Street, Philadelphia. 61', M.-Freight for New York, and points North or East. 11 A. M.—Way Freight. (loods delivered at Company's Depot, No. 320 N. WHARVES, Philadelphia, by 5 P. M., will be for-warded by this line, and arrive in New York at 5 warded by this line, and arrive in New York at 5 o'clock next morphing.
O'clock next morphing.
Freight received at Pier No. 32 North River, N. Y.,
by 436 P. M., will be ready for delivery in Philadelphia

Printer St. Will be ready for delivery in Philadelphia early the following morning to the Falk TO NEW YORK, TWO DOLLARS, FICKET Office, Vine Street Farry.

Ticket Office, Vine Street Farry.

For intriber information: apply to Combany's Agents. Bt. H. CHIPMAS. Freight Office and Depot, No. 320 N. WHARVES, Philadelphia.

J. B. DURT, Pier No. 32 North River, foot of DUANE Street. New York.

Or at General Freight and Passenger Office, Philadelphia. No. 411 CHESNUT Street.

WILLIAM N. CLAYTON.

Superindendent, End Bank. N. J.

Superindendent, End Bank. N. J.

C. HASTY,

General Freight Agent, End Bank. N. J.

T. BRENT SWEARINGEN.

General Agent, Philadelphia.

## RAILROAD LINES.

PHILADELPHIA, WILMINGTON AND BALTIMONE EASI-BOAD.
TIME TABLES.
Commencing MONDAY, December 24, 1865. Trains will
leave Depot. cerner of BEDAD Street and WASHINGTON
Avenue, as follows:—
Express Train at 415 A. M. (Mondays excepted), for
Baltimore and Washington, stopping at Chester, Wilmington, Newark, Eikton, Northeast, Perryville, Have-deGrace, Aberdeen, Perryman's, Edgewood, Magnolia,
Chase's and Blemmer's Ris.
Way Mail Train at 8'10 A. M. (Sundays excepted), for
Baltimore, stopping at all regular stations. Connecting
with Delaware Railcoad at Wilmington for Crisical and
intermediate stations.

with Delaware Railsoad at Witnington for Crishold and Intermediate stations.

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

Express Train at 5 F. M. (Bundays excepted), for Baltimore and Washington, stooping at Chester, Claymont, Wilmington, Newark, Elkton, Northeast, Ferryville, 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 Railross, line (Saturdays excepted), stooping at Middletown, Smytna, Dover, Harrington, Seaford, Salisbury, Princess Anne, and connecting at Crisheld with Boat for Norfolk, Fortamouth, and the South.

Passengers by Boat from Baltimore for Fortress Montroe and Norfolk will take the 11 th A. M. train.

WILMINGTON ACCOMMODATION TRAINS, WILMINGTON ACCOMMODATION TRAINS, pping at all Stations between Philadelphia and WE-

minuton.

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

M. The 4:00 P. M. train connects with Delaware Railroad for Milford and informediate stations. The 6 P. M. train runs to New Castle.

Leave Wilmington at 7:15 and 8:30 A. M., 3 and 6:30 (Asily. P.

Leave Wilmington at 7-15 and 8-30 A. M., I and 8-30 (daily) P. M.

FHOM BALTIMORE TO PHILADELPHIA.
Leave Baltimore 725 A. M., Way-mail, 9-35 A. M.,
Express. 1-15 P. M., Express. 6-35 P. M., Express. 8-36
P. M., Express.
Fr m Baltimore to Havre-de-Grace and intermediate stations at 4-6-P. M.

TRAINS FOR BALTIMORE.
Leave Chester at 4-40 and 9-5 A. M., and 3-38 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 Havrs-ds-Grace, Perryville, and Wilmington. Also stops at Eliktom and Newark to take passengers for Philadelphia and leave passengers from Baltimore or Washington.

Through Tickets te all points West, South, and Southwest, may be procured at Ticket Office, No. 8-28 Chesnut street, under Continental Hotel. Persons purchasing tickets at this office can navether bagsage checked at their residence by Graham's Buggage Express. esidence by Graham's Baggage Express.
1 18. H. F. KENNEY, Superintendent.

FOR NEW YORK,—THE CAMDEN AND pany's Lines.

FROM PHILADELPHIA TO NEW YORK and Way Places, from Walnut Street Wharf, will leave as At 6 A. M., via Camden and Amboy, Accommoda-

BELVIDERE DELAWARES RAILEGAD,
For the Delaware River Valley, Northern Pannayivania,
and New York State, and the Great Lakes. Daily (Sundays excepted) from Kensington Depot, as follows:—
At 7:30 A. M. for Niagara Fails, Buffaio, Dunkirk, Canandakua, Eimira, Ithica, Owege, Rochester, Brighamton,
Oswego, Syracuse, Great Bend. Montrose, Wilkesbarre,
Scranton, Stroudsburg, Water Gap, etc.
At 7:30 A. M. and 3:30 P. M. for Belvidere, Easton, Lamberivific, Fiemington, etc. The 3:30 P. M. Line connects
direct with the train leaving Easton for Mauch Chunk,
Allentown, Bethlehem, etc.

Atlentown, Bethlehem, etc. 115 At 5 P. M. for Lambertville and intermediate stations. January 7,1867. WILLIAM H. GATZMER, Agent. PHILADELPHIA, GERMANTOWN, AND NORRISTOWN BAILROAD. On and after THURSDAY, November 1, 1866, until fur-

On and after THURSDAY, MOVEMBER 1, 1886, that the ther notice.

FOR GERMANTOWN,
Leave Philadelphia 6, 7, 8, 9, 10, 11, 12 A. M., 1, 2, 3 M, 32, 4, 5, 52, 620, 7, 8, 9, 10, 11, 12 P. M.
Leave Germantown 6, 7, 72, 8, 820, 2, 10, 11, 12 A. M., 1, 2, 3, 4, 34, 6, 65, 7, 8, 2, 10, 11 P. M.
The S 20 down train, and 3% and 5% up trains will not the Germantown Branch. stop on the Germantown Branch.

Leave Philadelphia P. A. M., 2, 7, and 10% P. M.
Leave Germantown Sh A. M., 1, 6, and 9% P. M.
Leave Germantown Sh A. M., 1, 6, and 9% P. M.
CHESNUT HILL RAILBOAD
Leave Philadelphia 6, 8, 10, 12 A. M., 2, 3%, 5%, 7, 7, and 11 P. M.
Leave Chesnut Hill 7-10 minutes, 8, 9-40, 11-40 A. M.
1-40, 8-40, 6-40, 6-40, 8-40, and 10-40 minutes P. M.

Leave Philadelphia 2'4 minutes A. M., 2 and 7 P. M. Leave Chesnut Hill 7'50 minutes A. M., 12'40, 5'49, and 9-26 minutes P. M.

FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia 6,8 35 11-65, minutes A. M., 136,8,
436, 54, 654, 856 minutes, and 115 P. M.
Leave Norristown 5-46,7, 7-50 minutes, 9, 11 A. M., 136
236, 634, and 8 P. M.
The 554 P. M. train will stop at Falls, School Lane, Winschicken, Manayunk, Spring Mills, and Conshohocken only
ON SUNDAYS.
Leave Philadelphia 9 A. M., 234 and 654 P. M.
FOR MANAYUNK,
FOR MANAYUNK,
Leave Philadelphia 6, 8-85, 11-65 minutes A. M., 1

FOR MANAYUNE,
Leave Philadelphia 6, 8:25, 11:05 minutes A. M., 1
5, 43c, 53c, 8:05, and 115c F. M.
Leave Manayunk 6:10, 72c, 8:20, 93c, 113c A. M., 2, 5, 6%, 83c F. M.

ON SUNDAYS.

Leave Philadelphia 9 A. M., 2); and 6% P. M.

Leave Manayunk 7% A. M., 5); and 9 F. M.

W. S. WILSON, General Superintendent,

Depot NINTH and GREEN Streets

PARITAN AND DELAWARE BAY RAIL-HOAD.—On and after December 13, 1866, trains will run daily, Sundays excepted, from Cooper's Point, Camden, opposite VINE Street Ferry, as follows:— 11:36 A. M. Way Freight for all stations; passenger car stinched. 6-10 P. M.—Through Freight for New York; passen 6-10 P. M.—Through Freight for New York; passen ger car attached.

1 eight received in Philade'phia at the Company's warehouse. No. 320 N. DELAWARE Avenue, until 5 o'clock P. M., reaching New York early next morning. Freight boat leaves Pier No. 33, North river, New York foot of DUANE Street, daily, Sandays excepted, at 5 P. M., teach ng Philadelphia early next morning. The 0 A. M. train 'rom Philadelphia and the 11 A. M. train trom New York, are discontinued.

General Freight Agent. Red Bank N. J. W. S. CLAYTON.

Superintendent, Sed Bank N. J. P. H. CHIP MAN Agen', No. 120 B. DELAWARE Avenue Philadelphia.