EUROPE.

The Queen's Speech. LONDON, Feb. 5.—The following is the speech made by the Queen at the re-opening of the Impe-

LONDON, Feb. 5.—The following is the speech made by the Queen at the re-opening of the Imperial Parliament to-day:

My Lords—In again recurring to your advice and assistance, I am happy to inform you that my relations with foreign Powers are on a friendly and satisfactory footing. I hope that the war in which Prussia, Austra and Italy have been engaged may lead to the establishment of a durable peace in Europe. I have suggested to the government of the United States a mode by which the questions pending between the countries, arising out of the civil war, may receive an amicable solution, and which met, as I trust it will be, in a corresponding spirit, will remove all grounds of possible misunderstanding and promote relations of cordial friendship. The war between Spain and the republics of Ohili and Peru still continue, the good offices of my government, in Spain and the republics of Chili and Peru still gentinue, the good offices of my government, in conjunction with that of the Emperor of the French, having failed to effect a reconciliation. It, either by agreement between the parties themselves or by the mediation of any other friendly Power, peace should be restored, the objects which I have had in view will be equally attained. The discontent prevailing in some of the provinces of the Turkish Empire has broken out in actual insurrection in Orete. In common with my ctual insurrection in Crete. In common with my illies, the Emperor of the French and the Empe-or of Russia, I have abstained from any active terference in these internal disturbances, but oint efforts have been directed to bringing about improved relations between the Porte and its bristian subjects not inconsistent with the sovreign rights of the Sultan. The protracted nogo-lations which arose out of the acceptance by Prince Charles of Hohenzollern of the Governor-Prince Charles of Hohenzollern of the Governorthip of the Danubian Principalities have been
applity terminated by an arrangement which
has been sanctioned by the concurrence of all
he Powers to the Treaty of 1836. Resolutions in
avor of more intimate union of the provinces of
Danada, Nova Scotia and New Brunswick have
seen passed by their several Legislatures, and deleates duly authorized, and representing all classes
of colonial party and opinion, have concurred in the
onditions upon which such an union may be best
affected in accordance with their wishes, and a
fill will be submitted to you which, by the consoliation of colonial interests and resources, will all will be submitted to you which, by the consoli-jation of colonial interests and resources, will it estrength to the sovereign provinces as mem-ers of the same empire and animated by feelings if loyalty to the same sovereign. I have heard that deep sorrow that the calamity of famine reased heavily on my subjects in some parts of adia. Instructions were lesued to my govern-tent in that country to make the utmost exertions of mitigate the distress which prevailed during nent in that country to make the utmost exertions of mitigate the distress which prevailed during he autumn of last year. The blessing of an bundant harvest has since that time improved as condition of the suffering districts. The persyering efforts and unscrupulous associations of reasonable conspirators have, during the last utumn, excited the hopes of some disaffected ersons in Ireland and apprehensions of the loyal opulation, but the firm and temperate exercise of the powers entrusted to the executive, and the ostilities manifest against the conspiracy by men fall classes and creeds, have greatly tended to reostilities manifest against the conspiracy by men f all classes and creeds, have greatly tended to re-tore public confidence, and have rendered hopeless my attempt to disturb the general tranquillity. trust that you will consequently be enabled to ispense with the continuance of any exceptional gislation for that part of my dominions. I ac-nowledge with deep thankfulness to Almighty ed the great decrease which has taken place a the choiers and in the pest which has at-loked our cattle. But the continued prevalence the latter in some foreign countries, and its pressional reaspervance in this, will render casional respectance in this, will render seessary some special measures of precaution, ad I trust that the visitation of the former ill lead to increased attention to those sanitary teasures which experience has shown to be the st preventive. Estimating as of the highest apportance an adequate supply of pure and holesome water, I have directed the issue of a symmission to inquire into the pest means of permently securing such a supply for the metropo-

and for the principal towns in the densely po-dated districts of the kingdom. Gentlemen of the House of Commons: I have di-Gentlemen of the House of Commons: I have di-cted the estimates for the ensuing year to be laid efore you. They have been prepared with a due gard to economy and the requirements of the ablic service. You will, I am assured, give your ady assent to a moderate expenditure calculated improve the condition of my soldiers, and to lay e foundation of an efficient army of reserve. My ords and gentlemen, your attention will again be lied to the state of the representation of the popu-tion in Parliament, and I trust that your delibera-ons, conducted in a spirit of moderation and mutu-forbearance, may lead to the adoption of measures hich, without undue disturbance of the balance political power, shall freely extend the elective political power, shall freely extend the elective anchise. The frequent occurrence of disagree-ent between the employers of labor and their rkmen, causing much private suffering and blic loss, and occasionally leading, as is alleged, acts of outrage and violence, has induced me to on the organizations of trades' unions, and her societies, whether of workmen or emher societies, whether of workmen or emoyers, with power to suggest any improvent of the laws for their own benefit. Applition will be made to you for parliamentary
wers which will be necessary to make this
quiry effective. I have directed bilts to be laid
fore you for the extension to other trades of the
neficial provisions of the Factory acts especially
ported by the Royal Commission, on the empyment of children, and for the betrer regulase, according to the principle of those acts, of
orkshops where women and children are largely
lployed. The condition of the mercantile mahas attracted my serious attention. Comle his attracted my serious attention. Com-nints are made that the supply of seamen is defi-nt, and the provisions for their health and disine on board ship are imperfect. Measures be submitted to you with a view to increase efficiency of this important service. I have obred with satisfaction the relaxation recently yed with satisfaction the relaxation recently roduced into the navigation laws of France. I ve expressed to the Emperor my readiness to omit to Parliament a proposal for the extinction equitable terms of the exemption from local arges on shipping, which are still enjoyed by a hited number of individuals in British ports, and ve, in anticipation of this step, already admitted this ships to the advantages of the new law-sill upon this subject will forthwith be laid beyou. A bill will also be submitted to you for ting better provision for the arrangement of the rs of railway companies which are unable to airs of failway companies which are unable telengagements. Measures will be submitted to a for improving the management of the sick and er poor in the metropolis, and for a re-distribuar of some of the charges for relief therein air attention will also be called to the amendt of the law of bankruptcy, to the consoli-on of the Courts of Probate and Divorce Admiralty, and to the means of dispos-with greater dispatch and frequency of increasing business in the Superior Courts Common Law and at the Assizes. The mona between landlord and tenant in Iredhave engaged my attention, and a bill will be d before you which, without interfering with his of property, will offer direct encourage-at to the occupiers of land to improve their dings, and provide a simple mode of obtaining apensation for permament improvements. I amend to your careful consideration these and er measures which will be brought before you.
I pray that your labors may, under the bles-Providence, conduce to the prosperity of ountry and the happiness of my people

William H. Gatzmer.

Ve find in an exchange the following sketch he new President of the Camden and Ambov Broad Company, written before his pro-

william H. Gatzmer, the managing agent d managing officer of the Camden and Amboy Broad Company, is one of those leading and erior men who control and regulate s originally from Somerville, Somerset inty, New Jersey. When quite a lad he came New York in search of fortune, and was emed in 1829 by Messis, Robert L., John C. Edwin A. Stevens as clerk on board the first ever famous Hudson river steamer North erica. After the Messrs, Stevens had sold and their other boats on the Hudson, Mr. gmer was transferred to the Raritan river ats, belonging to the ame parties, who soon covered that his intelligence, his courtesy, nesty, and integrity could only be equalled his wondern; inathematical and financial ent; and he was laken from the steamboats out 1835, and placed as chief clerk of the inden and fin boy Company in Philadelphus.

meen and among company in randerparapere he still remains, having been appointed
1840 to the principal agency.

"Mr. Gatzmer is of small but way frame,
ing nothing but a buildle or sinews, as it
pere capable, however, of great mental and
yelcal endurance, the equanimity of his temr—with such responsibilities, and the often replexing questions arising from the very sure of such a huge concern with all its anches over the State of New Jersey and part Pennsylvania—is never destroyed or its Building Lumber.

powers by retiring to his elegant country seat at Tacony, on the Delaware, eight miles from Philadelphia, every afternoon, and returning to his office in the morning buoyant and refreshed. There are in Philadelphia but few men who possess such business faculties, such a just and generous nature, and who so seldom come into collision with others, being beld in the highest esteem by all with whom he has dealings or

THE FASHIONS.

Eugenie Changes Her Mind, and Exciting Consequences Ensue-A Watered Robe with Moss Roses and its Substitute-Adelina Patti's New Dress at the Italiens-Ball Dress of a Roulette-Table Celebrity-A Duchess' Appearance at Court, Etc.

Parts, January 18 .- The disappointment was bitter at the court tailor's when the Empress, after having ordered a watered robe, trimmed with ivy and moss roses, sent him word that she had lost a friend and would appear at the Court ball in nothing but balf mourning. All ladies know what distress ensues when an unexpected fete finds them in that predicament implied by "nothing to put on." Brains are racked, means devised, dressmakers implored, and the most indifferent of young ladies sud-dealy offers to help her lady's maid rather than forego the anticipated pleasure. Somehow or other tarlatane and satin get into tunics, skirts, and bodices in no time, and lovely toilets are forthcoming at the fixed day and hour, Misgivings and suspense are forgotten in the pride of having achieved what appeared impossible. But the cark side of this blessed forget-fplness is that it extends to the poor seamstress, whose rest has been disturbed for perhaps a night or more over the graceful tollet. The dressmaker's anxiety to please her employer is held of no account; that she should care for either rest or regular food after having accepted a pressing order is almost incredible; that such commonplace occurrences as plain roast meat and potatoes should ever enter into the same head as that which is full of fairy gauze, is most unaccountable. If things stand thus with gentle ladies, it would be natural to surmise that the meals and rest of those who work for Empresses who change their minds, must be still more irregular, and the eatables even less complicated than the menu above mentioned. There is the mistake; nothing ever can put the imperial tailor out; he is always prepared for changes, and things went on at his establishment last Wednesday as if the very shortest notice had not been given. The watered robe was finished, the moss roses all round the middle of the train hung their heads as if too full of perfume to care for the support of their prickly stalks hidden in flutings of white crape. The plase round the bottom was headed with crosscut rolls, the tvy clung in festoons, looking as if it had grown among the moss roses, but for all this perfection a new and prettier idea was to throw the watered robe in the shade. The substitute was to be a very limited half-mourning, not grave enough to show a cast of sorrow over the opening ball of the season, but quite enough to damp exuberant spirits. Worth drew forth his watch when the court messenger drove off, and communed with himself for full ten minutes: when that was over he called his staff around him, and gave the following orders:—An under train of white poult de soie the Empress's usual ength, over that a tulle robe completely strewn with alternate white wheat ears, having silver beards: then over that again a third skirt, of tulic, spangled over with silver; all the wheat cars were seen, as it were, through a shower of mournful rain. The manteau de cour behind was made of crepe de chine, bordered round by a trill of the flattest, closest platting, and looped up on each side by a large rosette and ends of the spangled tulle. The effect can be imagined. The body measured sixty-two centi-metres round the waist. Another sovereign of our capital. Adelina Patti, appeared at the Italiens in the Burbiere de Seville, and her new Italiens in the Barbiere de Seviue, and her new costume, as "Rosine," created a very great sensation. She wore the traditional short skirt. It was made of light blue silk reps, called in Paris "velours imperial." It was entirely dotted over with garnet-colored balls of chenille, hung on silver cord, looking much like numberless bells all in ringing motion. The trimming round the bolero hodice, sleeves, epaulettes, and skirt was made of garnet-colored velvet, worked with silver braid. Another famous toilet this week at a hall by the Homboure heroine at roulette, Mad'lle Caroline Letusier. If the tunic she wore is to become historical, I will give it the honor of a correct description, but until it has been adopted by the elite it can-not find space here. The young Duchesse de Castries was surpassingly lovely at the Tuiterles in a white watered silk fourreau and train, trimmed with bias of black and white satin and jet. The great novelty of her dress, as on that of the Empress, is a small square oblong or oval, fitting exactly on the front width of the skirt under the waistband, where it haugs apron

-Sister Eliza Jones, of the Ebenezer Negro Church, at Richmond, drew a revolver on a steward who accused her of robbery, and "cleaned out" the congregation.

fashion, and really ought to be called

stomacher, if the term had not been misapplied when plastrons were worn on bodies .- N. Y.

-Timothy Doolan, of Ballydownderry, Clare, Ireland, recently deceased, in his will made the tollowing provision:—"I lave to Peter Rafferty a pint of potheen I can't finish.'

-Miss Harrington, daughter of the Assistant Secretary of the Treasury, is to marry an Italian Count in Paris.

LUMBER.

1867. SELECT WHITE PINE BOARDS
AND PLANK.
CHOICE FANEL AND 1st COMMON, 16 feet long
4-4, 5-4, 6-4, 2, 28, 3 and 4 inch,
WHITE PINE, PANEL PATTERN PLANK.
LARGE AND SUPERIOR STCCK ON HAND.

1867.-BUILDING! BUILDING!
BUILDING!
LUMBER! LUMBER!
4-4 CAROLINA FLOORING.
4-4 CAROLINA FLOORING.
4-4 DELAWARE FLOORING.
4-4 DELAWARE FLOORING.
WHITE FINE FLOORING.
WHITE FINE FLOORING.
WALNUT FLOORING.
BYELOORING.

L867.—CEDAR AND CYPRESS
LONG CEDAR SHINGLES.
BOOT CEDAR SHINGLES.
COOPER SHINGLES.
FINE ASSORTMENT FOR SALE LOW.
No. 1 CEDAR LOGS AND POSTS.
TO. 1 CEDAR LOGS AND POSTS.

1867 - LUMBER FOR UNDERTAKERS!
LUMBER FOR UNDERTAKERS!
RED CEDAR, WALNUT, AND FINE.
RED CEDAR WALNUT, AND FINE.

1867. —ALBANY LUMBER OF ALL KINDS ALBANY LUMBER OF ALL KINDS SEASONED WALNUT.

BEASONED WALNUT.

DRY P'PLAR, CHERRY, AND ASH,
OAK PLANK AND BOARDS.

BOSEWOOD AND WALNUT VENEERS.

1867. CIGAR-BOX MANUFACTURERS SPANISH CEDAR BOX BOARDS.

1867. SPRUCE JOIST! SPRUCE JOIST SPRUCE JOIST SPRUCE JOIST.
FROM 14 TO 22 FEET LONG.
FROM 14 TO 22 FEET LONG.
SUPERIOR BORWAY SCANTLING.
MAULE, BROTHER & CO.,
11 22 600.0. Ro 2000 SOUTH STREET.

C. PERKINS, LUMBER MERCHANT. Successor to R. Clark, Jr.,

WATCHES, JEWELRY ETC

LEWIS LADOMUS & CO. DIAMOND BEALERS & JEWELERS. WATCHES, JEWELRY & SILVER WARE. WATCHES and JEWELRY REPAIRED. 802 Chestnut St., Phila-

Have on hand a large and splendid assortment off DIAMONDS.

WATCHES,

JEWELRY, and

SILVER-WARE,

Of all kinds and prices.

Particular attention is requested to our large stock, of DIAMONDS, and the extremely lew prices. BRIDAL PRESENCE made of Sterling and Standard Silver. A large assortment to select from.

WATCHES repaired in the best manner, and war-Diamonds and all Precious Stones bought for eash.

WATCHES, JEWELRY. W. W. CASSIDY.

No. 12 SOUTH SECOND STREET Offers an entirely new and most carefully selected

SAMERICAN AND GENEVA WATCHES, JEWELRY,

SILVERWARE, and FANCY ARTICLES OF EVERY

DESCRIPTION, suitable for BRIDAL OR HOLIDAY PRESENTS.

An examination will show my stock to be unsurnassed in quality and cheapness. Particular attention paid o repairing.

> BOWMAN & LEONARD, AND

MANUFACTURERS OF

WHOLESALE AND RETAIL DEALER

Silver and Silver-Plated Goods No 704 ARCH STREET,

PHILADELPHIA

Those in want of SILVER or SILVER-PLATED WARL will find it much to their advantage to visit our STORE before making their purchases. Our long experience in the menulacture of the above kinds of goods enables us to dely competition. We keep no boods but those which are of the FIRST CLASS, all wider own make, and will be seld at reduce prices.

(MUSICAL BOXES)

Large and small sizes, playing from 2 to 12 airs, land costing from \$5 to \$300. Our assortment comprises suc choice melodies as-

'Home, Sweet Home "The Last Rose of Summer. "Auld Lang Syne.

'Star Spangled Banner." "My Old Kentucky Bome," etc. etc., Besides beautiful relections from the various Operas

Imported direct, and for sale at moderate prices, by FARR & BROTHER, Importers o Watches etc.,

Il Ilsmth[rp] No. 324 CHEBNUT St., below Fourth. SILVER-WARE

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G. RUSSELL & CO., No. 22 North SIXTH St., Invite attention to their Choice Stock of SOLII 811.VER WARE, suitable for CHRISTMAS and BRIDAL

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Manumeturer d Dealer in Watches,

Fine Jewelry. Silver-Plated Ware,

Solid Silver-Ware.

RICH JEWELRY.

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DIAMONDS, FINE WATCHES, JEWELRY, Etc. Etc. Etc. 9 202 13 S. EIGHTH ST., PHILADA.

GOVERNMENT SALES.

1 MPORTANT SALE OF GOVERNMENT

DEPOT QUARTERNASTER'S OFFICE, BALTIMORE, Md. Will be sold at Public Auction, at the port of finitimore (Henderson's Wharf, East Baltimore), on THURSDAY, 12 M., February 28, 1867, the SUPERB SIDE-WHEEL STEAMER

COSMOPOLITAN,
of 779 tons; length, 225 feet; breadth of beam, 31
feet; depth of hold, 13 feet; cylinder, 50 inches
and 11 feet stroke.

A rare opportunity is afforded, in the sale of its steamer, to persons desiring to purchase eally first-class vessel. She is of light draught, the engine and boiler re in most excellent condition, and the huil riectly sound and strong.

It is believed that, for size and build, the COS-MOFOLITAN surpasses any vessel hitherto mered by Government for sale at this port. Terms—Cash, in Government funds, on day of Further particulars may be learned on appli-cation to the undersigned or to the Auction-cers, Messrs, ADREON, THOMAS & Co., No. 18 South CHARLES Street.

By order of the Quartermaster-General, A. S. KIMBALL. Captain and A. Q. M., U. S. A., Depot Quartermaster.

U NITED STATES REVENUE STAMPS.—
Principal Depot. No. 304 CHESNUT Street.
Central Depot. So 163 S FIFTH Street, one door below
Chesnut, Established 1862.

Revenue Stamps or every description constantly on band in any amount.

Orders by Mail or Express promptly attended to, United States Notes Draws on Philadelphia or New New, or current junds recaived in payment.

Particular attention paid to small orders.

The decisions of the Commission can be consulted, and any information regarding the law cheerfully given

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ANNAMESSIC ROUTE! THE SHORTEST LINE TO ALL POINTS SOUTH AND SOUTHWEST

PASSENGERS FOR Kingsville, Savannah, Augusta, Macon. West Point, Montgomery Mobile,

GENERAL AGENT.

TO AVOID DELAY OTHE POTOMAC BEING CLOSED BY IUE) SHOULD BUY TICKETS NEW AND SHORT ANNAMESSIC BOUTE

PHILADELPHIA, WILMINGTON, AND BALTIMORE
BROAD Street and WASHINGTON Avenue,
DAILY (Saturday excepted), at 12 P.M.,
Arrivites in Noriolk at 1 P.M., the following day,
FIVE HOURS SCONER THAN BY ANY OTHER
LINE, and making close connections for all points SOUTH AND SOUTHWEST!

or Tickets and all other information, apply at the ce of the Company, No. 629 Blasket I Street, or the Ticket Office of the Philadelphia Winnington, a Baltimore Hallroad, No. 828 CHESNUT Street. S. P. WILTBANK.

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The undersigned would respectfully ask the attention of shippers to the ONLY ALL RAIL 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. B. B. - Rail, and send to depo of Philadelphia, Wilmington and Baltimore Ballroad BROAD and PRIME Streets. Cars run through from Philadelphia to Lynchburg

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ORTH PENNSYLVANIA RAILROAD.—
THE MIDDLE ROUTE.—Shortest and most direct line to be thickem, Allentown, Mauton Chunk, Bazieton. White haven, Wikesbarre, Mahanoy City, and an points in the Lehigh and Wyoming Coal regions. Fassenger Depot in Phinadelphia, N. W. corner of BEEKS and Aberican streets.

WINTER ARRANGEMENT.

On and siter 7 UESDAY, January 1, 1867, Passenger trains leave the New Hepot corner Berks and American a resits, daily (Sundays excepted, as ioliows:—At745 A. M.—Morning Express for Bethlehem and Principal Stations on North Pennsylvania Railroad connecting at Bethlehem with Lehigh Valley Railroad ior Allentown, Catasauqua, Slatington, Mauch Chunk, Weatherly, Jeanesville, Bazelon, White Haven, Wilkesbarre, Kingston, Pitston and all points in Lehigh and Wyoming valleys; also, in connection with Lehigh and Mahanoy Railroad for Mahanoy City and with Catawissa malroad, for augert, Danville, Mitton, and Williamsport. Arrive at Mauch Chunk at 1205 A. M.; at Wikesbarre at 3 P. M.; at Mahanoy City at 2 P. M. Passengers by this train can take the Lehigh Valley train, passeng Bethlehem at 1255 P. M., for k aston and points on New Jersey Central Railroad to New York.

At 9 A. M.—Accommodation for Doylestown, stopping

and points on New Jersey Central Railroad to New York.

At 9 A. M.— Accommodation for Doylestown, stopping at all intermediate stations. Passengers for Wistow Grove, Hatboro', and Harsville, by this train, take the Stage at Old York road.

At 19 15 A. M.—Accommodation for Port Washington, stopping at intermediate stations.

At 23 5 P. M.—Accommodation for Doylestown, stopping at all intermediate stations. Passengers take Stage at Doylestown for New dope.

At 345 P. M.—Evening Express for Bethlehem and principal stations on the North Feansylvania Railroad making close connection at Bethlehem with Lehigh Valley train for Ea ton, reaching there at 645 P. M.—Passengers for Plainfield Somerville, and other points on New Jersey Central Railroad, take New Jersey Central train at Easton, which arrives in New York at 10 45 P. M.—Passengers for Summevtown take Stage at North Wales, and for Nazareth at Bethlehem, and for Greenville at Quakertown.

At 429 P. M.—Accommodation, for Doylestown, stopping the stage of the Stage of Stage at North Wales, and for Nazareth at Bethlehem, and for Greenville at Quakertown.

Wales, and for Nazareth at Bethlehem, and for Green-ville at Quakertown

At 4'20 P. M.—Accommodation, for Doylestown, stop-ping at all intermediate stations. Passengers for Willow Grove, tHatboro', and Harcsville take stage at Abing-ton; for Lumb'rville at Doylestown.

At 5 20 P. M.—Through accommodation, for Bethle-ber and all stations on main like of North Pennsylvania Railroad, councering at Bethlehem with Lehigh Valley Evening Train for Allentown, Mauch Chunk, etc.
At 6 20 P M —Accommodation for Lansdale stopping
t all intermedia e stations.
At 11 30 P. M.—Accommodation, for Fort Washington.

At Il 39 P. M.—Accommodation, for Fort Washington.
TRAINS ARRIVE IN PHILADELPHIA
From Bethlehem at 915 A. M., 238 and 840 P. M.—
2 30 P. M. train makes direct connection with Lehigh
Valley trains from Easton, Wilkesbarre, Mahanoy City,
and Hagleton.
Passengers leave Wilkesbarre at 1 39 P. M. connect at
Bethlehem at 6 16 P. M., and arrive in Philadelphia at
840 P. M.

Passengers leave Wilkesbarre at 1:30 P. M., connect at Settlichem at 6 16 P. M., and arrive in Philadelphia at 8 40 r. M.

From Doylestown at 8:35 A. M., 5:15, and 7:05 P. M.

From Doylestown at 8:35 A. M., and 3:05 P. M.

From Fort Washington at 11:00 A. M., and 3:05 P. M.

ON SUNDAYS.

Philadelphia for Bethlehem at 9:30 A. M.

I hiladelphia for Bethlehem at 9:30 A. M.

I hiladelphia for Doylestown at 2:35 P. M.

Doylestown to Philadelphia at 4:2. M.

Bethlehem to Philadelphia at 4:2. M.

Firth and sixth streets passenger cars convey passengers to and from the new depot.

White cars of econd and Third streets line and Union line run within a short dis ance of the depot.

Tickets must be procured at the Ticket Office, in order to secure the lowest rates of fare

ELLIS CLARK, Agent.

Hillman's Baggage Express will call for and deliver Baggage at the Depot.

New And Most direct Route to the Market No. 113 South Third Street.

New And Most direct Route to the Market No. 115 N

GLOBE EXPRESS COMPANY, OFFICE, NO. CT 630 MARKET Street. Philadelphia, November 19, 1806.—The Globe Express Company will tolk day open its first line between New York, Philadelphia, Baltimore, and Washington for HEAVY FREIGHT AND PACKAGES.

They will call for and deliver promptly at the following rates:

They will call for and deliver promptly at the following rates:

For heavy freights to and from New York, 40c, per 100
lbs.; Batemore, 50c, per 10c lbs.; Washington, 80c, per
10c lbs.; Georgatown, 90c, per 10c lbs.; Alexandria, 31-20
per 10c lbs.

Packages and valuables will be taken at as reasonable
rates as by any other gapousible Combany

The Company is arranging to rapidly onen its offices
at all important points through the South and Southwest as a fall Express.

Inis fompany are prepared to pay promptly for any
toes or damage that may occur.

Orders may be left at the above Office.

S. W. WILSON, Superintendent.

STUART GWYNN,

Of New York, President

E. C. P. CHIN.

THE NEWS-STAND, S. W. CORNER SEVENTH and OHESNOT Streets is open daily and F. M., for the sale of the bading Morning. Evening Weakly, Sunday, and Illustrated Newspapers of this city; together with the New York dailes chiles. etc.]

RAILROAD LINES.

PEADING RAILBOAD
FROM PHILADELPHIA TO THE INTERIOR OF
PENNSYLVANIA, THE SCHUYLKILL, SUSQUEHANNA, CUMBERLAND AND WYOMING VALLETS, THE NORTH, NORTHWEST, AND THE
CANADAS.

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

CALLOWHILL Streets, Philadelphia, at the following hours:

MORNING ACCOMMODATION,
At 7:30 A. M., for Reading and intermediate Stations.
Returning, leaves Reading at 6:30 P. M., arriving Philadelphia at 9:10 P. M., MORNING EXPRESS,
At 8:15 A. M., for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Eiggara Fails, Buffalo, Albentown, Wilheabarre, Pittston, York, Carilale, Chambersburg, Hagerstown, etc. etc.
This train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the Lebanos Valley train for Barrisburg, etc., at FOET OFINTON with Catawissa Railroad trains for Williamsburg, Leck Haven, Elmira, etc.; at HARRISBURG with Rotthern Central, Cumberland Valley, and Schuyikill and Susquehauna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS

Leaves Philadelphia at 2:30 P. M., for Reading Potts-ville, Harrisburg, etc., connecting with Reading and Columbia Bailroad rains for Columbia, etc.

Columbia Bailroad rains for Columbia, etc.

READING ACCOMMODATION

Leaves Reading at 6°30 A. M., stopping at all way stations, arriving at Philadelphia at 9°40 A. M., Returning, leaves Philadelphia at 9°40 P. M.; arrives in Reading at 7°30 P. M.

Trains for Philadelphia leave Harrisburg at 8°10 A. M., and Pottsville at 8°40 A. M., arriving in Philadelphia at 100 P. M. Afternoon trains leave Harrisburg at 2°10 P. M., Pottsville at 2°45 P. M., arriving in Philadelphia at 6°45 P.M.

HARRISBURG ACCOMMODATION

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

Market train, with passenger car attached, leaves Phila-

P. M.

Market train, with passenger car attached, leaves Philadelphia at 12-45 moon for Reading and all way stations.

Leaves Reading at 11-30 A. M., and Downingtown at 12-30

P. M., for Philadelphia and all way stations.

All the above trains run daily, Sundays excepted.

Sunday trains leave Pottaville at 5-50 A. M., and Philadelphia at 3-15 P. M. Leaves Philadelphia for Reading at 8-50 A. M., are truining 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 F. M. trains from Philadelphia, returning from Downingtown at 7:00 A. M. and 19:30 neces.

and 1200 noon.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

Leaves New York at 7 and 9 A. M. and 8:00 P. M., passing Reading at 1:05 and 11:53 A. M. and 1:48 P. M., and connecting at Harrisburg with Pennsylvania and Northert Central Railroad express trains for Pittaburg, Chicago Williamsport, Elmira, Baltimore, etc.

Returning, express train leaves Harrisburg on arrival of the Pennsylvania express from Pittaburg, at 3 and 9:05 A. M. and 9:16 P. M., passing Reading at 4:49 and 10:52 A. M., and 11:30 P. M., and arriving in New York at 10 A. M. and 2:45 P. M. Sleeping cars accompany these trains through between Jersey City and Pittaburg, 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.
SUHUYLIKILL VALLEY RAHLROAD.
Trains leave Pottsville at 7 and 11:30 A. M., and 7:15 P.
M., returning from Tamaqua at 7:35 A. M. and 1:50 and 4:15 P. M.
SCHUYLEHLL AND SUSQUEHA NNA RAHLROAD.
Trains leave Auburn at 7:50 A. M. for Pinegrove and Harrisburg, and 1:50 P. M. for Pinegrove and Tramont, returning from Harrisburg at 2:30 P. M., and from Tremont at 7:55 A. M. and 6:25 P. M.
Through first-cleas tickets and emigrant tickets to at the principal points in the North and West and Canada.
The following tickets are obtainable only at the office of S. BRADFORD, Treasurer, No. 2:7 S. FOURTH Street. Philadelphia, or of G. A. NICOLLS, General Superintenddent, Reading:—
COMMUTATION TICKETS.
At 25 per cent. discount, between any points desired, for families and firms.
MILEAGE TICKETS.
Good for 2000 miles between ad points, \$52:50 each, for families and firms.
SEASON TICKETS.

Good for 2000 miles between all points, \$57.50 each, for families and firms

SEASON TICKETS.

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

CLERGYMEN

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

EXCURSION TICKETS

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

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

FREIGHT TRAINS
Leave Philadelphia daily at 5 39 A. M., 12 45 noon, and 6 F. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and all points forward.

MAILS
Close at the Philadelphia Fost Office for all places on the road and its branches at 5 A. M., and for the principal tailons only at 3 15 F. M.

FREIGHT LINES FOR NEW YORK AND all the Stations on the CAMDEN and AMBOY and

connecting Railroads. INCREARED DESPATCH.

1HE CAMDEN AND AMBOY RAILROAD AND
TRAMBPORTATION 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 4% o'clock, to be foro'clock P. M. daily (Sundays excepted).

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

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

Freight for Trenton, Princeton, Kingston, New Brunswick, and all points on the Camden and Amboy Railroad; also, on the Beividere, Delaware, and Flemington, the New Jersey, the Freshold and Jamesburg, and the Burlington and Mount Holly Railroads, received and forwarded up to 1 P. M.

The Beividere Delaware Railroad, connects at Philipsburg with the Lehigh Valley Railroad, and at Manunkachunk with all points on the Delaware, Lackawanna and Western Railroad, forwarding to Syracuse, Buffalo and other points in Western New York.

The New Jersey Railroad connects at Elizabeth with the Morris and Essex Railroad.

A silp memorandum, specifying the marks and numbers, shippers and consignees, must, in every instance, be sent with each load of goods, or no receipt will be given.

N. B.—Increased facilities have been made for the transportation of five stocs. 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 Fortleth street, near the Drove Yard, or at Pier No. 1, North River, as the shippers may designate at the time of shipment. For terms, or other information, apply to

WALTER FREEMAN, Freigh Agent.

1867 -PHILADELPHIA AND ERIE RAIL-ern and Northwest Counties of Pennsylvanis to the City of Eric on Lake Eric, and is the most direct route to the of Eric on Lake Eric, and is the most direct route to the great Oil Regions of Pennsylvania. It has been lessed and it operates by the Pennsylvania Railroad Company.

TIME OF PASSENGER TRAINS AT PHILADELPHIA Arrive Eastward—Eric Mail Train, 7 A. M.; Eric Express Train, 120 P. M.; Elmirs Mail, 540 P. M.; Leave Westward—Eric Mail, 9 P. M.; Eric Express Train, 12 M.; Elmirs Mail, 800 A. M.; Passenger cars run through on the Eric Mail and Express trains without change both ways between Philadelphia

NEW YORK CONNECTION. Leave New York at 9 A. M., arrive at Eric 10:00 A. M. Leave New York at 5:00 P. M., arrive at Eric 7:15 P. M., Leave Eric at 5:30 P. M., arrive at New York 4:40 P. M. LeaveEric at 10:25 A. M., arrive at New York 10:10. A. M. Elegant Sleeping Cars on all the night trains. zlegant Sleeping Cars on all the night trains.
For information respecting passenger business, apply at
orner THIETHETH and MARKET Streets, Phila.
And for freight business, of the Company's Agents, S. B.
ingsten, Jr., corner Thirteenth and Market streets,
business, apply at
busine

W EST JERSEY RAILROAD LINES, FROM foot of MARKET Street (Upper Ferry). LEAVE PHILADELPHIA AS FOLLOWS:-

LEAVE PHILADELPHIA AS FOLLOWS:—
For Bridgeton, Salem, Millville, and all intermediate attaines, at 8 A. M. Mati., 3:30 P. M., Passenger.
For Woodbury, 8 A. M., 8:30 and 6 P. M.
For Cape May, at 3:30 P. M.
BETURNING TRAINS LEAVE
Woodbury at 7:15 and 8:40 A. M., and 4:54 P. M.
Bridgeton at 7:05 A. M. and 3:30 P. M. Freight, 6:30 P. M.
Salem at 6:50 A. M. and 3:30 P. M. Freight, 6:10 P. M.
Millville at 6:50 A. M. and 3:05 P. M. Freight, 6:10 P. M.
Cape May at 11:45 A. M., Passenger and Freight,
reight will be received at First Covered Wharf tove Walnut street, from 9:00 A. M. until 5:00 P. M.
Instroceived before 7:00 A. M. will go through the same day.
Freight Delivery, No. 228 S. DELAWARE Avenue.
115
WILLIAM J. SEWELL, Superintendent.

WARE BAY RAILEGADS.—From Ferry foot of VINE Streat. Philadelphia. 6 F. M.—Freight for New York, and points North or

8 P. M.—Freight for New York, and points North or East
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 c'clock next morning.
Freight received at Pier No. 32 North River, N. Y., by 4 90 P. M., will be ready for delivery in Philadelphia early the following morning.
Early the following morning.
Frieket Office, Vine Street Ferry.
Ticket Office, Vine Street Ferry.
Ticket Office, Vine Street Ferry.
R. H. CHIPMAL, Fieight Office and Depot, No. 320 N. WHARVES, Philadelphia.
J. B. LUBT, Pier No 32 North River, foot of DUANE Street, New York.
Buperindendent, Foot Bank, N. J.
General Freight Agent, Red Bank, N. J.
General Freight Agent, Red Bank, N. J.
T. BRENT SWEARINGSW.
theneral Agent, Philadelphia.

RAILROAD LINES,

PHILADELPHIA, WILMINGTON AND BAL. DHILABELPHIA, WILMINGTON AND BAL.
TIME TABLE.
Commencing MONDAY, December 24, 1866. Trains will leave Depot. corner of BEOAD Street and WASHINGTON AVENUE, as follows:—
Express Train at 4:15 A. M. (Mondays excepted), for Baltimore and Washington, stopping at Chester, Wilmington, Nowark, Elkton, Northeast, Perryville, Havre-de-Grace, Aherdeen, Perryman's, Edgewood, Magnoba, Chase's and Stemmer's Run.
Way Mail Train at 8:30 A. M. (Sundays excepted), for Baltimore, stopping at all regular statists. Connecting with Delaware Rallicoad at Wilmington for Crisfield and intermediate stations. with Delaware Railsoad at Wilmington for Crisfield and Intermediate stations.

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

Express Train at 3 P. M. (Sundays excepted), for Baltimore and Washington, stooping at Chester, Claymont, Wilmington, Newark, Elkton, Northeast, Perryville, Havre-de-Girace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Rus.

Night Express at 11 P. M. (daily), for Baltimore and Washington, Connectast Wilmington with Delaware Railroad line (Saturdays excepted), stopping at Middletown, Smyrna, Dover, Harrington, Seaford, Salisbary, Princess Anne, and connecting at Crisfield with Boat for Norfolk, Portsmouth, and the South.

Passengers by Boat from Baltimore for Fortress Mon.

and the South.

Passengers by Boat from Bal imore for Fortress Mon-roe and Norfolk will take the II 45 A. M. train. WILMINGTON ACCOMMODATION TRAINS, Stopping at all Stations between Philadelphia and WE-mington. Mington.

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

M. The 4:50 P. M. train connects with Delaware Railroad for Milford and intermediate stations. The 6 P. M. train runs to New Carlie.

Leave Wilmington at 7:15 and 8:30 A. M., 3 and 6:50 (daily) P.M.

Cany Wilmington at 7-15 and 8-30 A. M., 5 and 6-30 (daily) P. M.

FROM BALTIMORE TO PHILADELPHIA.

Leave Baltmore 7-25 A. M., Way-mail, 9-25 A. M., Express. 1-30 P. M., Express. 6-35 P. M., Express.

From Baltimore to Havre-de-Grace and intermediate stations at 4-0-2 P. M., Express.

TRAINS FOR BALTIMORE.

Leave Chester at 4-42 and 9-3, A. M., and 3-38 P. M.

Leave Wilmington at 10-00 and 9-40 A. M., and 4-18 F. M.

BUNDAY THAIN

Leaves Baltmore at 8-25 P. M., stopping at Havre-de-Grace, Perryville, and Wilmington. Also stope at Elkton and Newark to take passengers for Philadelphia and lower passengers from Washington or Baltimore, and Chester below passengers from Baltimore or Washington.

Through Tickets te all points West, South, and Southwest, may be procured at Ticket Office, No. 828 Chesnus street, under Continental Rotel. Persons purchasing tickets at this office can have their baggage express.

125 H. F. KENNEY, Superintendent.

Sleeping Car Tickets can be had on application at the Ticket Office, No. 631 Cheanut street.

TRAISS ARMYR AT DEPOY, VIE.:—
Cincinnati Express 41 17:50 A. M. Philadelphia Express 47:10 "
Paoli Accommodation, No. 1 & 2, at 8:20 A. M. & 7:10 P. M. Parkesburg Train 41 9:20 A. M. & 7:10 P. M. Parkesburg Train 41 9:20 A. M. & 7:10 P. M. Parkesburg Train 41 9:20 A. M. & 1:20 "
Lancaster Train 41 1:20 "
Day Express 51 1:20 "
Day Express 51 1:20 "
Philadelphia Express arrives daily, except Monday, Cincinnati Express arrives daily, except Monday, Cincinnati Express arrives daily, all other trains daily, except Sunday.

Passengers leaving Lock Haven at 7:00 A. M., and WU-liamsport at 8:40 A. M., reach Philadelphia without change of cars, from Williamsport, by Day Express, at 5:50 F. M.

The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars is value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract. For further information, apply to JOHN C. ALLEN, Ticket Agent, No. 631 Cheanut St. Samuel H. Wallace, Ticket Agent, at the Depot. An Emigrant Train rans daily (except Sunday). For full particulars as to fare and accommodations, apply to 1,15 FRANCIS FUNE, No. 137 DOCK Street.

FOR NEW YORK.-THE CAMDEN AND Amboy and Philadelphia and Trenton Railroad Cos pany's lines FROM PHILADELPHIA TO NEW YORK and Way Places, from Walnut Street Whart, will leave as lollows, viz.;-At 6 A. M., via Camden and Amboy, Accommoda-

At 8 A M., via Camden and Jersey City Express....

The 1 P. M. Market Line will leave from foot of market starct, c pper Ferry. LINES FROM KENSINGTON DEPOT WILL LEAVE At 11 A. M., 4'30, 6'45 P. M., and 12 P. M. (Night), via Kensington and Jersey City Express Lines, fare \$3'06. This 6'40 P. M. Line will run daily. All others Sundays excepted. t730 and Il A. M., 3, 3.30, 4.30, 5, and 5.45 P. M. and Il Minnight, for Bristol, Trenton, etc.; and at 10.15 A, M. for Bristol.

At 730 and 10-15 A. M., 3, 4-30, 5, and 12 P. M., for Schenck's

At 10-15 A. M., 3, 5, and 12 P. M. for Eddington.

At 750 and 10-15 A. M., 3, 4, 6, 6, and 12 P. M. for Corswell's, Torresdale, Holmesburg, Tacony, Bridesburg, and
Frankford, and at 3 P. M. for Holmesburg and intermalists stations.

Frankford, and at 3 P. M., for Holmesburg and Intermediate stations.

At 10:15 A. M., 3. 4, 5, 6, 8, and 12 P. M. for Wissinoming.

BELVIDERE DELAWARES RAILROAD.

For the Delaware River Valley, Northern Pennsylvania and New York State, and the Great Lakes. Dally (Suncays excepted) from Kensington Depok as follows:

At 7:30 A. M. for Misgara Fails, Buffaio, Dunkirk, Canandaigua, Einira, Rhaca, Owege, Rechester, Bunghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Scranton, Stroudsburg, Water Gap, etc.

At 7:30 A. M. and 3:30 F. M. for Belvidere, Easton, Lambertville, Flemington, etc. The 3:30 P. M. Line connects direct with the train leaving Easton for Mauch Chrunk, Allentown, Bethlehem, etc.

At 5 F. M. for Lambertville and Intermediate stations.

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

PHILADELPHIA, GERMANTOWN, AND NORRISTOWN SAILROAD.
On and after THURSDAY, November 1, 1886, until further notice.

FOR GERMANTOWN.

Leave Philadelphia 6, 7, 8, 9, 10, 11, 12 A. M., 1, 2, 3 K.
3%, 4, 5, 5%, 6 10, 7, 8, 9, 10, 11, 17 P. M.

Leave Germantown 6, 7, 7%, 8, 8 20, 9, 10, 11, 12 A. M.,
1, 2, 3, 4, 4%, 6, 65%, 7, 8, 9, 10, 11 P. M.

The 8 20 down train, and 3% and 5% up trains will not stop on the Germantown Branch.

Leave Philadelphia 5 % A. M., 2, 7, and 16% P. M.
Leave Germantown 8% A. M., 1, 6, and 9% P. M.
CHESNUT HILL RALLEOAD
Leave Philadelphia 6, 8, 10, 12 A. M., 2, 5%, 5%, 7, 3, and 11 P. M.
Leave Chesunt Hill 7-10 minutes, 8, 9-40, 11-40 A. M.
1-40, 8-40, 5-40, 6-40, 8-40, and 10-40 minutes P. M.
ON SUNDAYS.

Leave Philadelphia 9-14 minutes A. M., 2 and 7 P. M. Leave Chesnut Hill 7-50 minutes A. M., 12-40, 5-40, and 9-25 minutes P. M.

FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphis 6, 8 35 11 05, minutes A. M., 124, 8, 424, 534, 656, 610 minutes and 115 P. M.
Leave Norristown 5-40, 7, 7-50 minutes, 9, 11 A. M., 116
416, 624, and 8 P. M.
The 526 P. M. train will step at Falls, School Lane, Wisselbickon, Manayunk, Spring Mills, and Conshohocken only
ON SUNDAYS.
Leave Philadelphia 9 A. M., 25, and 626 P. M.
Leave Norristown 7 A. M., 5 and 826 P. M.
Leave Philadelphia 6, 8-35, 11-05 minutes A. M., 1
3, 424, 535, 624, 8-95, and 1126 P. M.
Leave Manayunk 6-10, 72, 8-39, 92, 1124 A. M., 2, 5, 636, 8-16 P. M.
ON SUNDAYS.

ON SUNDAYS.

Leave Philadelphia 9 A. M., 2½ and 6½ P. M.

Leave Manayunk 7½ A. M., 5½ and 9 P. M.

W. S. WILSON, General Superintendent,

1 15

Desot NINTH and GREEN Streets

PARITAN AND DELAWARE BAY RAIL-BOAD.—On and after December 13, 1886, trains will run daily, Sundsystexcepted. from Cooper's Point, Camden, opposite VINE Street Ferry, as follows:— 11:30 A. M. Way Freight for all stations; passenger 11°30 A. M. Way Freight for all stations; passenger car attached.
8'10 F M — Through Freight for New York; passenger car attached.
Freight received in Philade'phia at the Company's warehouse No. 320 N. DELAW. BE Avenue, until 8 o'clock P. M., reaching New York early next morning Freight boat leaves Pier No. 32, North river, New York, 804 of DI AKE Street, daily, Sundays excepted, at 5 F M., reaching Philadelphia, and the 11 A M. train from Freight Agent, Red Bank N J. W. N. CLAYTON.

Superintondent, Red Bank, H. J. B. H. CHIPMAN Agent, Ed. H. CHIPMAN Agent, N. Superintondent, Red Bank, H. J. B. H. CHIPMAN Agent, N. Superintondent, Red Bank, H. J. B. H. CHIPMAN Agent, N. Superintondent, Red Bank R. J. Supe