Kiss Me, Darling, Ere I Sleep. The sun has faded in the West, Tired nature long has gone to rest. My eyelids close in siumber deep. So kiss me, darling, ere I sleep. Pillow'd on thy loving breast, Dreams of thee shall make me bleast, Watchful argels warding keep, Kiss me, darling, ere I sleep. Thus love through life's pathway drear Ever watchful, ever near— When grim Death his harvests reap, Thou shalt kiss me ere I sleep.

Estimated Population of English and Scotch Cities-Death Rate.

The English papers publish the following official return of the number of deaths and annual death rates in 1865 and 1866 in certain large towns of the United Kingdom:—

Boroughs, Etc.	Hatted population, 1866,	Deaths Registered.		Annual death r'te to 1000 living.	
		1865,	1866.	1865.	1866.
London (metropolla) Briatol (city) Briatol (city) Briatol (city) Briatol (borogh) Manchester (city) Salford (borough) Liverpool (borough) Eheffield (borough) Leeds (borough) Hull (borough) Newcastle on-Tyne(b) Edinburgh (city) Glasgow (city) Dubin (city and sub.)	218,257 228,197 105,223 122,277 175,128 432,265	78,460 8,792 8,014 11,675 3,229 37,329 6,911 2,820 4,878 13,887 8,163	80,120 4,064 8,062 11,426 3,268 20,202 6,121 7,401 2,864 4,777 12,745 9,034	24-44 28-52 24-53 73-91 29-32 36-42 30-90 27-27 20-10 31-89 26-78	20 47 24 90 24 90 31 90 20 00 41 80 28 14 30 00 24 90 32 15 27 30 28 40
Total	0,090,049	154,117	173,687	27:18	25'60

To this table the Registrar-General appends the following note:—"The annual reports of the Registrar-General for England show the mortality in districts which do not correspond with the limits of boroughs; but the towns in the above table have been selected, and the rate of mortality obtained only for the last two years, and they represent the respective areas within municipal boundaries."

The Registrar also remarks:—"In England

and Wales, in sixty-three country districts, not entirely rural, but in many cases containing small towns, the mortality per thousand of the population is not more than seventeen per annum in those districts considered healthy, and this is based upon facts recorded during a dong series of years."

The President's Reconstruction Scheme. Washington, February 6. — The Southern Governors and other representative men of the South who are here, and who prepared the plan of reconstruction sent in these despatches inst night, and who had been in conference with Bepublican members of the House, it appears were under the impression that their proposed plan would be acceptable to Congress. In this they are much mistaken, for there is no considerable number of members who are willing to accept any modification of the Constitutional amendment adopted by Congress.

The proposition of the Southern men has,

however, had a mollitying effect upon the temper of Republican members, in so far as the peo-ple of the South have thus demonstrated their willingness to give suffrage to the freedmen, and accept all the terms of the amendment save the third section. Beyond this the plan of the Southern Governors amounts to nothing. The friends of the measure nevertheless, will submit it to the Reconstruction Committee, which meets to-morrow. All hopes of the adoption by that Committee of the measure which we suggested last week are at an end, and there is no encouragement to believe that the members can agree upon a report to be submitted to the House to-morrow.

The Southern Republicans here, as was to be expected, are violent in their opposition to the plan. In addition to what was telegraphed last night on the subject, I may add that the proposition has been sent to all of the Governors of Southern States, accompanied by a letter signed by Governor Orr, Governor Sharkey, Governor Parsons, Governor Worth, and others, which, while it recommends the adoption of the proposition, is decidedly non-committal and very brief. In about ten lines of newspaper print they say, in effect, that the acceptance of the proposition would virtually effect a compromise between the President and Congress, which er desirable.

It is known that the President has telegraphed to the Legislatures of North and South Carolina, Alabama, Mississippi, Louisiana, and Arkansas which are now in session, and to prominent men n other Southern States, urging them to adopt this proposition. These telegrams he has sent with the understanding that they shall be used as coming from him, not in his official capacity,

but as a private citizen.
It is expected that North Carohna will act first in the premises, and several men of prominence from Georgia and other Southern States, to whom the propositions have been submitted, have very promptly refused to render any opinion regarding the matter until after they hear from the action of that body. So far as heard from, the Southern press are against the proposition as they understand it now; but as they nave not been able to get hold of it in its full details, they may change their minds. It will be telegraphed all through the South to-night.—N. Y. World of yesterday.

A Romantic Bistory.

A California correspondent, in a recent letter, gives a sketch of one of the pioneers of that state, with a preliminary reflection that "there must be something exceedingly fascinating in the life of a trapper, spent, as his has been, mong the wildest portions of the Sierras, to nduce a person of his character to embrace i The name of this young man is Hartly. He is about thirty years of age, although his fresh catures make him look much younger. He is mall in size, full and erect in figure, with a rame knit together with sinews of great renuth and endurance. Years ago he was clerk of an importing house

n Philadelphia. By strict economy and close attention to business he laid by quite a nice ittle property, and had as fair prospects before nim as any young man could desire. Then rame the crisis of 1857, and left him penniless. discouraged by reverses of fortune, he left is Eastern home and came to California, and ailing to obtain such a situation in the city he thought himself entitled to, he went into the nountains and established himself as a hunter and a trapper among the Sierras. During the fall of 1861 he built a cabin on the head-waters of the American river, and proceeded to fortify himself against the coming winter. During that winter the snow fell to the depth of twentyeight feet, and a snow-drift covered his cabin twenty-five feet below the surface, and so great was the pressure that it required thirteen massive timbers to support the root. He tunnelled an entrance to the cabin which was sixty-five feet long.

During that time he tended two hundred and seventy-five traps and deadfalls, and he sucseeded in obtaining many valuable animals. In 862 and 1863 he lived in the vicinity of Castle Peak, where he remained for five months in complete isolation. At one time, when besteged by storms, he was kept a prisoner in his cabin for thirty-two days, the snow being at that time ver fourteen feet deep over the surrounding ountry. In 1863 he heard from some herdssountry. men, who had been ranching their cattle in the nountains, that the country round about Meadow Lane abounded in ledges of some kind of metal, of what they were unable to tell. In the following year he cenetrated the region alone, and from one of the high peaks near by he discovered the Excelsion ledge. He at the same time discovered the Great Eastern ledge, and at once located them. He also discovered and located numerous other mines, which, if they rurn out as well as present appearances indi-cate, will make him one of the midlionaires of

A Green Chris mas - At Christmas there were to be seen in the open air, at Bonchurch, at the back of the Isle of Wight, broad beans in full ploom, and green neas in flower and pod; also great many strawberries in flower and fruitnew potatoes, and heliotrope

Mysterious Disappearance of an Ameri-can Lady.

A Paris correspondent says:-A story appeared in the papers a few days ago of a young American lady having mysteriousty disappeared from her residence in the Champs Elysees, leaving some children of tender years and her servants without any knowledge of her whereabouts. The husband, who has the greatest confidence in his wife—a confidence, according to all accounts, entirely justified by her character—came over from America the moment he heard the sad news, and has, with the aid of the French police, made truitless researches. He ascertained that she was in the habit of going frequently to a well-known convent, situated in a beautiful park at Auteuil, with the ostensible object of letting the children play about the grounds. play about the grounds.

One day last autumn, after returning from a drive to the convent, she put on her bonnet and shawl, and left the house, telling the servants in a tone of voice betraying annoyance, that that she was obliged to pay a visit on business. The newspaper not having given her name, and referred to her as Madame X., the tale might well have been a capard; but now a communique in the Presse infers that the police must know something about her. The object of the com-munique is to upbraid the Presse for having reflected upon the vigilance of the police in this as well as several other matters. The Ad-ministration, it is said, with a mystery quite on a par with the disappearance of the lady, feels compelled to maintain an extreme reserve on compelled to maintain an extreme reserve on the subject, but is enabled to state that Madame X, has not been the victim of any personal

General Joseph L. P. Ames, formerly Chief of Police of Beston, and Quartermaster in General Sheridan's command, died

LUMBER.

seven years.

in that city yesterday morning, aged sixty-

1867. SELECT WHITE PINE BOARDS
AND PLANK.
44.54.64.2 %, a and 4 inch
CROICE PANEL AND 1st COMMON, 1s feet long.
44.54.64.2 %, a and 4 inch
WHITE PINE, PANEL PATTERN PLANK.
LARGE AND SUPERIOR STOCK ON HAND.

1867. BUILDING! BUILDING!
LUMBER! LUMBER! LUMBER!
44 CAROLINA FLOORING.
54 CAROLINA FLOORING.
54 DELAWARE FLOORING.
WHITE PINE FLOORING.
WALNUT FLOORING.
SPRUCE FLOORING.
STEP BOARDS.
RAIL PLANK.
PLASTERING LATH.

-CEDAR AND CYPRESS 6 1. SHINGLES, LONG CEDAR SHINGLES, SHORT CEDAR SHINGLES, COOPER SHINGLES, COOPER SHINGLES, FINE ASSORTMENT FOR SALE LOW, NO. 1 CEDAR LOGS AND POSTS, NO. 1 CEDAR LOGS AND POSTS,

1867. LUMBER FOR UNDERTAKERS!) (. LUMBER FOR UNDERTAKERS RED CEDAR, WALNUT, AND PINE, RED CEDAR, WALNUT, AND PINE.

1867. ALBANY LUMBER OF ALL KINDS, SEASONED WALNUT, SEASONED WALNUT, OAK PLANK AND BOARDS, MAHOGANY, AND ASH, MAHOGANY, BOSEWOOD, AND WALNUT VENEERS. 7 -ALBANY LUMBER OF ALL KINDS.

1867, CIGAR-BOX MANUFACTURERS. SPANISH UEDAR BOX BOARDS.

1867. SPRUCE JOIST:
SPRUCE JOIST:
SPRUCE JOIST,
FROM 14 TO 22 FEET LONG.
FROM 18 TO 32 FEET LONG.
SUPERIOR NORWAY SCANTLING.
MAULE, BROTHER & CO...
11 22 6 mrp No. 2006 SOUTH STREET. -SPRUCE JOIST! SPRUCE JOIST!

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

NO. 324 CHRISTIAN STREET. Constantly on hand, a large and varied assortment of

TTO CONTRACTORS AND MINERS.-THE Commissioners on the Troy and Greenfield Rail-road and Hossac Tunnel, acting for the State of Mas-sachusetts, Invite Proposals, until the 16th day of March next, for Excavating said Tunnel at three different sections of that work.

This Tunnel, when completed, will be about 4% miles in length, extending from the town of Florida, through the Hossac Mountain, to the town of North Adams.

Adams.

The Eastern End has been penetrated from the grade of the Kniiroad 3500 feet, 2400 feet of which consists of an opening of about 10 cubic yards to each lineal foot, the same to be enlarged to a section containing about 17 cubic yards to each foot; the remaining 100 feet being heading—now measuring upon an average 4 cubic yards per running foot—to be enlarged to the full section; making some 35,000 cubic yards to be removed.

to the full section; making some 35,000 cubic yards to be removed.

A further section of the work will also be let to the successful bilder for the above-maned enlargement, if satisfactory terms shall be offered.

The Western End is worked from a shalt 318 feet deep. The easterly heading from this shalt—of about six cubic yards to each lineal foot—extends 1100 feet, and is to be enlarged to a section containing 17 yards per foot, requiring the removal of 12,000 cubic yards. Bids for that amount, and for an extension in either direction of the heading and enlargement at hits point, will be received.

The Central End of an elliptical form, 27 to 13 feet, now 400 teet in depth, is to be sunk to grade, 1030 feet. now 400 teet in depth, is to be sunk to grade, 1650 feet from the surface, requiring the removal of about 9000

now 400 teet in depth, is to be sunk to grade, 1030 feet from the surface, requiring the removal of about 9000 cibic yards.

All the work to be done is in Talcose Slate, and will require neither masonry nor supports of any kind.

Buildings, machinery, and means of ventilation, all of the most substantial character, have been provided, and will be urnished to contractors.

Ample sureties will be required from parties who may be contracted with, and the Commissioners reserve the right to reject all offers that may be made. Plans and specifications may be seen on application to ALVAH CROCKER, at the Engineer's Office, North Adams, Massachusetts; and other information may be obtained from JAMES M. SHUPE, Room No. 16, No. 12 Exchange street, Boston, to whom proposals may be directed.

JAMES M. SHUTE, ALVAH CROCKER, CHARLES HUDSON.

Commissioners,

Boston, January 30, 1867.

House-furnishing goods.

EXCELLENT OPPORTUNITY TO SECURE BARGAINS.

To clo the estate or the late

JOHN A. MURPHEY. Importer and Dealer in

HOUSE-FURNISHING GOODS, No. 922 CHESNUT STREET,

Between Kinth and Tenth, South Side, Phila. His administrators now offer the whole stock at prices ow the orcinary rates charged. This stock at prices can the orcinary rates charged. This stock embraces ery thing wanted in a well-ordered household:—Plain a Ware Brushes, Wooden Ware Baskets, Plated are Unitery Iron Ware Japanned Ware, and Cook¿Utensis of every description.

great variety of SHAKAR GOODS, BIRD-CAGES,

etc. etc., can be obtained on the most leasonable terms GES UINE ARCTIC REFRIGERATORS and WATER COOLERS COOLERS
A fire assortment of PAPIER MACHE GOODS.
This is the largest retail establishment in this line in
Philaderphia and citizens and strangers will find it to
their advantage to examine our stock belore purchasing.
Note—Our triends in the country may order by mail,
and prompt attention will be given.

(11 thistig.

UNITED STATES REVENUE STAMPS.—
Principal Depot. No. 384 CHESNUT Street.
Central Depot. No. 183 S FIFTH Street, one door below
Cheenut. Established 1862

Revenue Stamps of every description constantly on hand in any amount.
Orders by Mail or Express promptly attended to.
United States Notes Draws on Philadelphia or New York, or current junds received in payment.
Particular attention paid to small orders.
The decisions of the Commission can be consulted, and any information regarding the law cheerfully given

THE NEWS-STAND, S. W. CORNER and Seventh and CHESNUT Streets is open daily antil 9 P. M. for the sale of the leading Moreing Evening Weekly, Sunday, and Illustrated Newspapers of this city; together with the New York dailes

MISCELLANEOUS.

FITLER, WEAVER & CO. MANUFACTURERS OF Manilla and Tarred Cordage, Cords, Twines, Etc. No. 23 North WATER Street, and No. 22 North DELAWARE Avenue,

FRILADELPHIA.

FINIADELPHIA.

MICHAEL WEAVER,

CONRAD F. CLOTHER. 2 145 SLATE MANTELS. SLATE MANTELS are ausurpassed for Durability. Besut Strougth, and Cheapness. SLATE MANTELS and Slate Work Generally, made

J. B KIMES & CO.

Nos. 2126 and 2128 CHESNUT Street. 912 ARCH STREET, —GAS FIXTURES, —VANKIBK & CC. would respectfully direct the attention of their ricends, and the public generally, to the large 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 rednished with
special care and at reasonable prices,
VANKIRK & CO.

C ORNEXCHANGE N. E. corner of MARKET and WATER Streets

DEALERS IN BAGS AND BAGGING DEALERS IN BAGS AND BAGGING
of every description, or
Grain, Fiour, Sait, Super-Phosphate of Lime, Bone
Larre and small GUNNT BAGS constantly on hand,
2-725, Also, WOOL SAUKS,
JOHN T BAILET JAMES CASCADEN.

VI L L I A M S. G R A N T,
COMMISSION MERCHANT
No. 37 S. DELAWARE Avenue, Philadelphia,
AGENT FOR
Pupont's Ganpowder, Refined Sirre, Charcoal, Etc
W. Baker & Co.'s Chocolate Cocos, and Groma.
Crocker Bros. & Co.'s Yellow Metal Sheathing, Golts
and Nails.

COTTON AND FLAX,
SAIL DUCK AND CANVAS.
Of all numbers and brands.
Tent Awnins, Trank, and Wagon cover Duck. Area,
Paper Stanusacturers Drier Feits, from one to seven
test wide; Paulins, Belting, Sail Twine etc.
JOHN W. EVERMAN & CO.,
Ro 103 JONES Alley.

GEORGE PLOWMAN, CARPENTER AND BUILDER, No. 232 CARTER Street,

Machine Work and Millwrighting promptly attended A PRODUCE COMMISSION MERCHANTS NO. NORTH WHARVES

And No. 141 DOCK Street.

NO. 2 ACRTH WATER STREET, PHILADELPHIA ALEXANDER G. CATTELL. 228) ELIJAH G CATTELL, PRIVY WELLS-OWNERS OF PROPERTY-The only place to get Privy Wells cleaned and da-niected at very low prices.

A. PEYSON.

Manufacturer of Poudrette

GOLDSMITHS HALL, L BRARY Street

GOVERNMENT SALES.

G OVERNMENT SALE AT CHARLESTON, The following ORDNANCE PROPERTY will be sold at Public Auction, at the United States Arsenal, Charleston, S. C., on MONDAY, March 4, 1867, commencing at 10 A. M.:— About 250 net tons (cannon) Cast Iron, About 750 net tons Shot, Shell, etc. (about one-

alf have valuable soft metal attached). About 100 tons Loaded Shell.
About 15 tons Scrap Wrought Iron.
About 4½ tons Scrap Brass, Copper, etc.

About 750 Cavalry Saddles, 750 Bridles, 8500 Cartridge Boxes, and a quantity of other leather l large Hand Fire Engine, built by Agnew,

Philadelphia. About 1306 barrels Unserviceable Powder. Also, a large quantity of other property, consisting principally of Musket Appendages, Rags,

Terms-Cash on the day of the sale, in United States Currency.

Ample time allowed for the removal of the property, at the expiration of which that not removed will revert to the Government. By authority of Chief of Ordnance,

F. H. PARKER, Captain Ord., and Brevet Major U. S. A., 279131620 Comm'g Charleston Arsensi, ARGE SALE OF ARMY CLOTHING.

DEPOT QUARTERMASTER'S OFFICE, BALTIMORE Md., February 6, 1867. Will be sold at Public Auction, in the city of Baltimore (at Government Storchouse, No. 126 S. EUTAW Street), on WEDNESDAY, 12 M., February 27, 1867, a lot of ARMY CLOTHING. consisting of BATS NEW YORK JACKETS,

of irregular pattern, and otherwise unsuited for issue to troops.

By reason of its long retention in store, the material is in some instances more or less is maged.
Sale will take place in lots to suit purchasers.
Terms—Cash in Government funds, on day of

Three days allowed to remove purchases.
By order of the Quartermaster-General,

Captain and Assistant Quartermaster, U.S. A., Depot Quartermaster, ADREON, THOMAS & CO., No. 18 S. CHARLES Street, Auctioneers.

MIORIANT SALE OF GOVERNMENT

DEPOT QUARTERMASTER'S OFFICE, BALTIMORE, Md. Will be sold at Public Auction, at the port of laitimore (Henderson's Wharf, East Balttmore), 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; cyrinder, 50 inches and 11 feet stroke. A rare opportunity is afforded, in the sale of

this steamer, to persons desiring to purchase a ready first-class vessel. The is of light draught, the engine and boller in most excellent condition, and the hull

refrictly sound and strong.

It is believed that, for size and build, the COS-MOPOLITAN surpasses any vessel hitherto offered by Government for sale at this port.

Terms—Cash, in Government funds, on day of

urther particulars may be learned on appli-Further particulars may be learned on appli-tion to the undersigned, or to the Auction-rs, Messrs, ADREON, THOMAS & CO., No. 18 win CHARLES Street.

Captain and A. Q. M., U. S. A.,
Depot Quartermaster,

Captain and A. Q. M., U. S. A.,
Depot Quartermaster,

MEDICAL BOARD FOR THE EXAMINA-TION OF CANDIDATES FOR ADMISSION INTO THE NAVY AS ASSISTANT SURGEONS. EUREAU OF MIDDICINE AND SURGERY,) NAVY DEPARTMENT, December 29, 1866

NAVY DEFARTMENT.

December 29, 1866

A Board of Medical Officers is now in session at the NAVALASYLUM Paliadelphia for the examination of candidates for admission into the Medical Corps of the Navy.

Gentlemen desirous of appearing before the Board must make application to the Honorable Secretary of the Navy, or to the undersigned, stating residence, place and date of bi*th. Applications to be accompanied by respectable testimonials of moral character.

Candidates must not be less than twenty-one nor Candidates must not be sees and of age.

No expense is allowed by the trovernment to candidates attending the sessions of the Board, as a successful examination is a logal pre-requisite for appointment in the Navy.

The many vacancies existing in the Medics: Corps:

Source in mediate appointments to successful candi-

P. J. HORWITZ, Chief of Burena.

RAILEOAD LINES.

ANNAMESSIC ROUTE!

THE SHORTEST LINE TO ALL POINTS ECUTH AND SOUTHWEST PASSENGERS FOR

Kingsville, ewbern. Charlotte. Wimmgton, Calumbia. Montgomery Mobile,

AVOID DELAY (THE POTOMAC BEING CLOSED BY ICE) SHOULD BUY MICKETS NEW AND SHOR! ANNAMESSIC BOUTE
PHILADELPHIA, WILMINGTON, AND BALTIMORE
BEOAD Street and WASHINGTON Avenue,
DAILY (Saturday excepted), at 12 P.M.,
Artivity in Noticik at 1 P.M., the following dar,
FIVE HOURS SOONER THAN BY ANY OTHER
LINE, and making close connections for all points

SOUTH AND SOUTHWEST!

For Tickets and all other information, apply at the citics of the Company, No 655 hgsNU's Street, or at the Ticket Office of the Philadelphia Winnington, and haltimore hallroad, No. 525 CHESNUT Street. S. P. WILTBANK, GENERAL AGENT.

ORTH PENNSYLVANIA RAILROAD.—

THE MIEDLE ROUTE.—Shortest and most direct line to itethiebem, Allentown. Sanca Chunk, Besieten. White haven. Wilkesbarro, Malanoy City, and an points in the Lehigh and W vouling coalrectons. Passenger Depot in Philadelphia. N. W. corner of Berks and American Philadelphia. N. W. corner of Berks and American American State of the New Lept. corner Berks and american State of the New Lept. corner Berks and american State of the New Lept. corner Berks and american State of the New Lept. corner Berks and american State of the New Lept. corner Berks and american State of the New Lept. corner Berks and american State of the New Lept. corner Berks and american State of the New Lept. corner Berks and american State of the New Lept. Corner Berks and american State of the New Lept. Carlon State of the New Lept. Military Military State of the New Lept. State of the New Lept. Carlon State of Malanov City and Will Catawissa salarosd, for supert, Danville. Military and Williamsoort. Arrive at Malach Chunk at 12-95 A. M.; at Wilkesbarre at 3 P. M.; at Malanov City at 2 P. M. wassengers by this train can take the Lebigh Valley train passing Pethlehem at 12-55 P. M. for haston and points on New Jursey Central Railroad to New York.

and points on New Jersey Central Rallroad to New York.

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

At 10 15 A. M. - Accommodation for Fort Washington, stopping at intermediate stations.

At 2 35 F M. - Accommodation for Doviestown, stopping at all intermediate stations. Passengers take Stage at Loylestown for New stope.

At 3 35 F M. - Evening Express for Bethlehem and crincipal stations on the North Fennsylvania Raitroad making close connection at Bethlehem with Lehigh Valley train for Ea ton, reaching there at 645 F M. Fassengers for Platifield Somerville, and other points on New Jersey Central Railroad, take New Jersey Central train at Easton, which arrives in New York at 10 45 F. M. Passengers for Summeytown take Stage at North Wales, and far Nazareth at Bethlehem, and for Greenville at Quakertown.

ville at Quakertown.
At 420 P. M. - Accommodation, for Doylestown, stop pring at all intermediate stations. Passengers for Wi low Grove, thatboro', and Bartsville take stage at Abingtone for Lumb rville at Doylestown.
At 5 20 P. M.—Through accommodation, for Bethleben and all stations on main line or North Pennsylvania Frairoad, connecting at Bethlebem with Lehigh Vailey Lyching Train for Alientown, Mauen Chunk, etc.
At 5 20 P. M.—Accommodation for Lansdale, stopping tall intermediate staffing as

t all intermediate stations. At 11 38 P. M.—Accommodation, for Fort Washington.

At 11 30 P. M.—Accommodation, for Fort Washington.

TRAINS ARRIVE IN PHILADELPHIA.

From Bethlehem at 9:15 A. M., 2:30 and 8:40 P. M.

2:30 P. M. train makes direct connection with Lehigh Valley frains from Easton, Wilkesbarre, Mahanoy City, and Hazleton.

Passengers leave Wilkesbarre at 1:30 P. M. connect at ethlehen, at 6:15 P. M., and arrive in Philadelphia at 8:40 F. M.

From Doylestown at 8:35 A. M., 5:15, and 7:95 P. M.

From Lansdale at 7:30 A. M., 5:16, and 3:35 P. M.

From Fort Washington at 11:30 A. M., and 3:35 P. M.

Philadelphia for Bethlehem at 9:30 A. M.

Philadelphia for Doylestown at 2:35 P. M.

Doylestown to Philadelphia at 4. P. M.

Bethlehem to Philadelphia at 4. P. M.

Bethlehem to Philadelphia at 4. P. M.

Bethlehem to Philadelphia at 4. P. M.

Bethichem to Phoadelphia at 4.2. M
Fifth 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.
Hitman's Basgase Express will call for and deliver Baggase at the Depot
Office, No. 113 South THIRD Street.

Beggage at the Depot
Office No. 118 South THIBD Street.

New AND MOST DIRECT ROUTE TO THE
OIL REGIONS.

WARREN AND FRANKLIN RAHLWAY.
1866. WINTER ARRANGEMENT. 1867.
From Thursday, November 22d, 1869. trains leave fryincton (at the Junction of the Philadelphia and Eric Raifroad, 200 miles from Philadelphia).

GOING SOUTH TO OIL CITY.

603 A. M., Mail Train arrives at Tidionte at 7.25 A.
M.: Oleopolis at 200 A. M., and Oil City at 243 A. M.
150 P. M. Express Train arrives at Tidionte at 270 P. M., Oleopolis at 215 P. M., and Oil City at 424 P. M.
GOING NOUTH TO IRVINETON.

Trains leave Oil City as follows:—
Whe A. M. Express Train arrives at Cheopolis at 250 P. M., and at Trained at 120 P. M., and at Trained at 120 P. M., and at Trained at 120 P. M., and West. Passengers for Philadelphia and all points, both Fast and West. Passengers for Philadelphia by this train arrive there at 7.4; M.

120 P. M. Mail Train arrives at Oleopolis at 135 P.
M.; Thiolotte at 253 P. M. and at tryineton at 120 P. M., making close connection for the West. Philadelphia philadelphia and tryineton after arrival of trains going South leave fryington after arrival of trains of Philadelphia and Eric Rained, connect at Oleopolis for Ph. Hole City, and at Oil City with Atlantic and Great Western Railway trains for Reuo, Franklin and Messaville, Humboldt, Plumer, Rynd, Tarr and Story Farms, Petroleum Centre, &c.

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 425 P. M., and at 120 P. M. A. M., Time through only 27 hours. Or passengers can leave Philadelphia at noon, arrive at Irvineton passengers will find four comfortable hotels, and first-class dialng saloon in the depot.

By this route passengers will find four comfortable hotels, and first-class dialng saloon in the depot.

By this route passengers will find four comfortable hotels, and first-class dialng saloon in the depot. the c50 A. M. train South.

At Irvineton passengers will find four comfortable hotels, and first-class dishig saloon in the depot.

Be sure to obtain through tickets and baggage checks at Pennsylvania Ballroad Depot, West Phinadelphia, via Warren and Franklia Ballway, the great short route to the Oil Region.

IS ACC BLAKSLEE, Superintendent, BEVERLEY B. KEIM, General Freight and Ticket

NEW FREIGHT ROUTE TO THE SOUTH AND SOUTHWEST, via THE PHILADELPHIA. WILMINGTON, BALTIMORE and DELAWARE RADEROAD LINES COCRESTIBLD, Md., thence by the GREAT SOUTHEEN INLAND STEAN NAVIGATION COMPANY'S STEAMERS TO NORFOLK, Va., connecting with THE GREAT VIRGINIA AND TENNEFSEE AIR LINE RAILWAY, to MEMPHIS, NASHVILLE, ATLANTA, AND ALL POINTS SOUTH AND SOUTHWEST.

THIS ROUTE OFFERS ADVANTAGES OVER ALL COMPETING TRANSPORTATION LINES, Shippers by this Line SAVE BOTH TIME AND MONEY. The marries risk between Craffeld and Norfolk is assumed by the Company, thus offering the indicements of an AEL RAIL RILL BILL OF LADDING, WITH GUARANTIED TIME from Philadelphia TO ALL PROMINENT SOUTHERN AND SOUTHWESTERN POINTS.

Freights for NORFOLK, BICHMOND, PETERSBURG, and all points in VIRGINIA and NORTH CARULINA, forwarded at us low false as by any other Line.

Freights delivered at the Depot of P. W. and B. R. R. Freights delivered at the Depot of P. W. and B. R. R.

Freights delivered at the Deput of P. W. and B. R. R. BROAD and PRIME Streets, before FIVE P. M., will reach Norfolk TWENTY-FOUR HOURS IN ADVANCE OF ANY OTHER ROUTE. This UNPRECEDENTED DESPATCH gives the shipper of SOUTHERN FREIGHTS from Philadelphia ADVANTAGES NOT BEFORE OFFERED BY ANY OTHER LINE. For further information apply to CHARLES E. DILKES.

Agent Virginia and Tennessee Air Lino Rallway, No. 41 (HESNUT Street, S. P. WILTBANK, General Eastern Agent Southern Inland Navigation and Delaware Railroad Companies.

No. 62 CHESNUT Street,

LOBE EXPRESS COMPANY, OFFICE, NO.

1868 - The Globe Express Company will tals day open its first line between New York, Philadeiphia, Baltimore, and Washington for more, and Washington for They will call for and deliver promptly at the following rates:—

a'es:r beavy (reights to and from New Yors, 40c, per 100
Ha't more, 50c, per 100 lbs; Washington, 85c, per a't more, 50c. per it0 lbs ; Washington, 85c. per ; Georgetown, 80c. per 100 lbs ; alexandria, 31 20 100 lbs; Georgetown, 80c. per 100 lbs; alexandria. \$1.20 per 100 lbs.
Packages and valuables will be taken at as reasonable raises as by any other assonable company.
The Company is arranging to rapidly open its offices at all important points through the South and South west as a fil Express.

1 bis Company are brevared to pay promptly for any 100s or damage that may occur.
Orders may be left at the above office.

8. W. WILSON, Superintendent.

8. W. WILSON, Superintendent.

8. TUART GWYNN.
Of President.

F. C. PFCHIN.
Of Philadelphia, Treasurer.

THE ADAMS EXPRESS COMPANY, OFFICE The Abans Extracts Court Any. Office, Packages Merchandise, Bank Notes, and Specia, either by its own lines, or in connection with other Extress Coups, its to all the principal towns and cities in the United States. SAILROAD LINES.

READING RAILROAD GREAT TRUNK LINE FROM PHILADELPHIA.
TO THE INTERIOR OF PENNSYLVANIA,
THE SCHUYLKILL, SUSQUEHANNA,
CUMBERLAND AND WYOMING
VALLEYS,

NORTH, NORTHWEST AND THE CANADAS. WINTER ARRANGEMENT OF PASSENGER
TRAINS, OUTOBERS, 1868.
Leaving the Company's depot at Thirteenth and Callowing streets, Philadelphia, at the following hours:

MCRNING ACCOMMODATION.
At 730 A. M. for Reading and all intermediate Stations.

At 739 A. M. for Reading and all intermediate 342tions

Beturring, leaves Reading at 650 P. M. Arrivesta
Philadelpida at 950 P. M. Arrivesta
Philadelpida at 950 P. M. MORNING EXPRESS.

At 515 A.M. for Reading Lebanon, Harrisburg, Pottsville, Pine Grove, Tamaqua, Sombury, Williamsport,
Elmira, Rochester, Niagara Falls, Endialo, Altentówa,
Wilkesharre, Pittsion, York, Carlisie Chambersburg,
Hagerstown, &c.

This train connects at READING with East Pennaylvania Railroad trains for Allentówn, &c., and
with the Lebanon Valley train for Harrisburg,
&c. at POET CLINTON with the Catawissa Railroad
trains for Williamsport, Lock Haven, Elmira, &c.; at
HABRISBURG with Northern Central, Cumberland
Valley, and Schuykült and Sussuehanna trains for
Northumberland, Williamsport, York, Chambersburg,
Pinegrove, &c., press. Northern Express.

HARRISBURG with Northern Central, Cumberland Valley, and Schuytkill and susunthanna trains for Norlumbe land, Williamsport, York, Chambersburg, Pinegrove, &c.

AFTERNOON EXPRESS

Leaves Philadelphia at 3:20 P. M. for Reading, Pottaville, Harrisburg, &c. connocting with Reading and Columbia Endroad trains for Columbia, &c.

READING ACCOMMODATION

Leaves Reading at \$:20 A. M., Stopping at all way stations; arrives in Philadelphia at 2:20 A. M., Recurding, leaves Philadelphia at 2:20 P. M. arrives in Reading at 7:20 P. M., arriving in Philadelphia at 2:20 P. M., arriving in Philadelphia at 2:20 P. M., arriving in Philadelphia at 1:20 P. M., arriving in Philadelphia at 1:20 P. M., arriving in Philadelphia at 2:20 P. M., Morket train, with a passenger car attached, leaves Philadelphia, leaves Reading at 1:20, and Downingtown at 2:20 P. M., for Philadelphia at 2:20 P. M., and Philadelphia at 2:20 P. M., and Philadelphia at 2:20 P. M., and Philadelphia, at 2:20 P. M., and Philadelphia at 2:20 P. M., and Philadelphia at 2:20 P. M., and Philadelphia at 2:20 P. M., and Philadelphia, returning from Downingtown at 2:20 P. M., CHESTER VALLEY RAILROAD.

Pressenger: for Downingtown and intermediate points take the 7:20 and 8:5 A. M., and 4:20 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Rairosof Express Trains for Philadelphia, returning from Downingtown at 2.A. M., and 2:20 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Rairosof Express Trains for Philadelphia, at 2:20 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Rairosof Express Frains (or Philadelphia, 2) P. M., and 2:20 P. M., and 2

SCHUYLKILL VALLEY RAILROAD. Trains leave Pottsville at 7 and 11 30 A. M., and 7 ll P. M., returning from Tamaqua at 738 A. M. and 140 and 475 P. M. SUSQUEHANNA RAILROAD St. HUYLKID. AND SUSQUERIANA RATEROAD
Trains leave Auburn at 7:50 A. M., for Pinegrove and
Harrisburg, and at 1:50 P. M., for Pinegrove and Tremont. Returning from Harrisburg at 2:50 P. M., and
from Tremont at 7:55 A. M., and 5:25 P. M.
Through first-class tickets and emigrant tickets to
all the principal points in the North and West and
Canadas.

all the principal Poluts in the Notes and Canadas.
Canadas.
The following tickets are obtainable only at the office of S. BRADFORD. Treasurer, No. 227 S. FOURTH of S. Philadelphia, or of G. A. NICOLLS, General Street, Philadelphia, or of G. A. NICOLLS, General Street, Philadelphia, Or of G. A. NICOLLS, General Superintendent, Reading.

COMMUTATION TICKETS.

Community between any points desired

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

MILEAGE TICKETS,

Good for 2000 miles, between all points, at \$52.50 each, for families and firms.

SEASON TICKETS,

For three circular and headers. 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 with cards entitling themselves and wives to tickets at hair price.

EXCURSION TICKETS.

From Philadelphia to principal stations, good for Saturday, Sunday and Monday, at reduced fares, to be had only at the Ticket office, at Thirteenth and Callowhill streets.

FREIGHT.

Goods of all descriptions forwarded to all the above points from the Company's new ireight depot, Broad and Willow streets.

FREIGHT TRAINS

Leave Philadelphia daily at 5:30 A. M., 12:45 noon, and 6 P. M. for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and all points beyond.

Close at the Philadelphia Post Office for all places on the road and its branches, at 5 A. M., and for the

on the road and its branches, at 5 A. M., and for the principal stations only at 2 15 P. M.

FREIGHT LINES FOR NEW YORK AND all the Stations on the CAMDEN and AMBOY and connecting Railroads. INCREASED DESPATCH. THE CAMDEN AND AMBOY RAILROAD AND TRADSPORTATION COMPANY FREIGHT LINES for New York will leave WALNUT Street Wharf at 6 o'clock P. M. Gally (Sundays excepted).

Freight must be delivered before 4) c'clock, to be forvaried the same day,

Returning, the above lines will leave New York at 19
1000, and 4 and 6 P. M.

noon, and 4 and 6 P. M.

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

The Bolvidere Delaware Railroad connects at Philipsburg with the Lehigh Valley Railroad, and at Manunicality with all points on the Delaware, Lackawanna, and Western Saliroad, forwarding to Symouse, Buffalo and other points in Western New York. and Western Sahroad, forwarding to Syracuse, Buffalo and other points in Western New York.

The New Jorsey Railroad connects at Elizabeth with the New Jersey Central Railroad, and at Nowark with the Boots - Id Essox Railroad.

A stip memorraneous specifying the marks and numbers, all places and consigned a must, the every instance, be sent with each load of goods, or no receipt will be given.

N. B.—Increased hollites have been hade for the transportation of live stock. Drovers are invited to try the reute. When stock is furnished in quantities of two carbonous or more, it will be delivered at the foot of Fortieth street, near the Brove Yard, or at Fier No. 1, North Brove, in the shippers may designate at the time of supment. For terms, or other miormation, apply to Wallter Fift EMAN, Freight Agent,

1 15 No. 226 S. DELAWARE Avenue, Philadelphia.

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

1867.—PHILADELPHIA AND ERIE RAIL—
ten and Northwest Corning great line traverses the North
ern and Northwest Corning of Pennsylvania to the Chry
of Eria on Lake Erie, and is the most direct route to the
great Oil Regions of Pennsylvania. It has been leased and
if occurred by the Pennsylvania Railroad Company.
That, of Passengers trains at Philadelphia.
Arrive Enstward—Erie Mail Train, 7A.M.; Erie Express
Train, 120 F. M.; Elmira Mail, 5 40 P. M.; Erie Express
T. M.; 12M.; Elmira Mail, 8 00 A. M.
Passenger cars run through on the Erie Mail and Express
trains without change both ways between Philadelphia
than 1208.

trains without change both ways between Philadelphia and hile.

NEW YORK CONNECTION.

Leave New York at 9 a. M., arrive at Eric 1900 A. M., Leave New York at 9 a. M., arrive at Eric 1900 A. M., Leave Eric at 550 P. M., arrive at New York 440 P. M. Leave Eric at 550 P. M., arrive at New York 440 P. M. Leave Eric at 550 P. M., arrive at New York 10 10. A.M. slegant Sleeping Cars on all the night trains. For information respecting passenger business, apply at corner THIETETH and MARKET Streets, Phila. And for freight business, of the Company's Agents, S. B. Eingaton. Jr., corner Thirteenth and Market streets, Philadelphila; J. W. Reynolds, Eric; William Brown, Agent N. C. R. E., Baltimore.

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

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

1 15 A. L. TYLER, General Sup., Eric.

FOR NEW YORK, VIA RARITAN AND DELA-WARK BAY RAILROADS.—From Ferry foot o M.-Freight for New York, and points North or

A. M -Way Freight.

Past.

11 A. M.—Way Freight.
Goods delivered at company's Debot, No. 320 N.
Whabyes, Fhiladelphia, by 5 P. M., will be forworded by this line, and arrive in New York at 5
o'chek next morning.
Freight receives at Pier No. 32 North River, N. Y.,
Freight receives at Pier No. 32 North River, N. Y.,
Ly 436 P. M., will be ready for delivery in Philadelphia
car by the following morning.
Fare To New York, TWO BOLLARS.
Ticket Office, Vine Street Ferry.
For further information apply to Company's Agents
13. H. CHIPMAN Freight Office and Depot, No. 320
N. WHARVES, Philadelphia.
L. B. BUET, Pier No. 32 North River, foot of DUANE
Street, No. 411 CHENUT Street.
Grat General Freight and Passenger Office, PhilaCHENIE, No. 411 CHENUT Street.
General Freight Agent, Red Bank, N. J.
Ceneral Freight Agent, Red Bank, N. J.
General Freight Agent, Red Bank, N. J.
General Freight Agent, Red Bank, N. J.
General Agent, Philadelphia.

DARITAN AND DELAWARE BAY RAIL

RAILROAD LINES.

DHILADELPHIA, WILMANDERS AND BALTImore Hailroad.

TIME TABLE,

Commencing acousty, palember 34, 1864.

Trains will leave Depot, corner Broad atreet and
Washington avenue, as follows:—
Express Train at 415 A. M. (Mondays excepted), for
Baltimore and Washington, scopping at Caester, Wilmington, Newark, Elkton, Northeast, Perryvilla,
Havre-de-Grace, Aberdeen, Perryman's, Edgewood,
Magnolia, Chase a and Stemmer's Run.

Way-Mail Train at 81-0 A. M. (Sundays excepted),
for Bultimore, scopping at all regular stations. Connecting with the Delaware Railroad at Wilmington
Express Train at 1145 A. M. (Sundays excepted), for
Baltimore and Washington, stepping at Chester, Thurlow, Intwood, Claymont, Wilmington, Newark, Elkton, Northeast, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia Chase's and
Stemmer's Run.

Night Express at 11 (daily) P. M. for Baltimore and
Washington, Connects at Wilmington with Delaware R. R. I in Saturdays excepted, Supply Stemmer's Run.

Sight Express at 11 (daily) P. M. for Baltimore and
Washington, Connects at Wilmington with Delaware R. R. I in Saturdays excepted, Stopping at
Middledown, Smyrna, Dover, Harrington, Sentord,
Sallsonry, Princess Anne, and connecting at Cristicid
with beat for Norfolk, Portsmonth and the South,
Passengers by bout from Baltimore for Fortrass
Monroe and Norfolk will take the 14-54 A, M. (rain,
Leave Philadelphia at 12-26, 4, 6 and 11-35 (dally). DHILADELPHIA, WILMINGTON AND BALTI-

Stopping of all stations between Philadelphia and Wilmington.
Leave Prinadelphia at 12.50, 4, 6 and 12.50 (daily) P. M. The # P. M. Irain connects with the Delaware Railread for Milford and intermediate stations. The 6 P. M. Train runs to New Contin.
Leave Wilmington Tile and 8.50 A. M., 3 and 6.50 (daily) P. M.
FROM BALTIMORE TO PHILADELPHIA.
Leave Baltimore at 7.25 A. M. Way Mail: 9.55 A. M.
Express, Prom Ealtimore to Philadelphia, and 12.5 A. M.
FROM BALTIMORE TO PHILADELPHIA.
Leave Baltimore at 7.25 A. M. Way Mail: 9.55 A. M.
Express, From Ealtimore to Havre-de-Grace and intermediate stations at 4 P. M.
Trains for Baltimore leave Conster at 445 and 3.12 A.
M., and 3.53 P. M. Stopping at Havre-de-Grace, Perryville and Wilmington at 5.23 and.
10 A. M., and 41 P. M.
Leave Baltimore at 8.25 P. M., stopping at Havre-de-Grace, Perryville and Wilmington, Also, stops at Elkton and Newark (to take passengers for Philadelphia, and leave passengers from Baltimore) and at Chester to leave passengers from Baltimore of Washington.
Through Tickets to all points West South and Southwest, may be procured at the Ficket Office, Na. 828 CHESNET Street, under the Continental Hotel, Persona purchasing tickets at this Office can have their bagging checked at their residence by Graham's Baggage Express.

H. F. KENNEY, Sup't.

DENNSYLVANIA CENTRAL BAILBOAD,-

WINTER ARRANGEMENT,
The trains of the Pomos lyanis Central Radroad
leave the Depot, at THIRTY-FIRST and MARKET
Streets, which is reached directly by the cars on the
Market Street Passenger Endiway. Those of the Chea
nut and Walnut Street Radway run within one square of it.
On Sundays the Market street cars leave Front and Market streets 55 minutes before the departure of each train.

Mann's Baggage Express will call for and deliver
baggage at the depot. Orders left at the Office, No. 632
Chesnut street, will receive attention.

TRAINS LEAVE DEPOT, VIZ:—

Mait Train.

Paoli Accom. Nos I and 2, 1000 A. M. and 11,20 P. M.

Fast Line and Eric Express.

Fast Line and Eric Express.

Bat 100 P. M.

Harrisburg Accommodation.

Lancaster Accommodation.

At 400 P. M.

Pittsburg and Eric Mail.

Philadelphia Express.

At 1100 P. M.

Philadelphia Express.

At 1100 P. M. Ancaster Accommodation at 400 P. M.
Pittsburg and Eric Mail at 970 P. M.
Pittsburg and Eric Mail leaves daily, except Satur-

day. Pulladelphia Express leaves daily. All other trains daily, except Sunday.
Passengers by Mall Trian go to Williamsport with
out change of cars, and arrive at Lock Haven at \$19 P. M.
Passengers by Mail Train go to Carlisle and Chamberaburg without change of cars.
Siesping Car Tickets can be had on application at the Ticket office, No. 53 the sort street,
TRAINS ARRIVE AT DEPOT, VIZ.—
(Challey M. Parkers)

Cheinnati Express arrives daily. All other trainadaily, except Sanday.

Passengers leaving Lock Haven at 7 A. M., and Williamsport at 846 A. M., reach Philadelphia, without change of cars, from Williamsport, by Day Express, et 559 P. M.

The Pennsylvania Railroad Company will not assume any risk for baggage, except for wearing apparel, and limit their responsibility to one hundred dollars in value. All baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.

yante with oe at the last of the owner, thress taken by special contract.

For further information, apply to

JOHN C. ALLEN, Ticket Agent,

No. 63I CHESNUT Street.

SAMUEL H. WALLACE,

Ticket Agent, at the Depot.

An Emigrant Train runs daily, except Sunday. For ull particulars as to fare and accommodations, apple FRANCIS FUNK, No. 127 DOCK Street.

FOR NEW YORK.—CAMDEN AND AMBOY AND Philadelphia and Trenton Italicad Company's Lines, from Philadelphia to New York and Way Places, from WALNUT Street Wharf, will leave as follows viz:—

LINES FROM KENSINGTON DEPOT Will leave as follows:—
At 11 A, M., 420 645 PM, and 12 P, M. (Night) via
Kensington and Jersey City Express Lines, Fare \$190,
The 645 P, M, line will run daily. All others Sundays excepted. At7:seand 11 A. M., 3, 330, 430, 5, 645 P. M., and B. Midnight, for Bristol. Treuton, &c., and at 1045 A. M. for Bristol. _ At 7:30 and 10:15 A. M., 3, 4:30, 5 and 12 P. M. for

Schencks.

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

At 720 and 10:15 A. M., 3, 4, 5, 6 and 12 P. M., for Cornwells, Torrisdale, Holmesburg, Tacony, Bridesburg and Frankford, and at 8 P. M. for Holmesburg and intermediate stations. At 10 15 A. M., 3, 4, 5, 6, 8 and 12 P. M. for Wissing-BELVIDERE DELAWARE RAHLROAD,
For the Delaware River Valley, Northern Pennsylvania, and New York State, and the Great Lakes,
daily, Sundays excepted, from Kensington Depot as follows:— At 730 A. M., for Niagara Falls, Buffalo, Dunkirk, Canandalgua, Elmira, Ithaca, Owego, Rochester, Binghanton, Oswego, Syracuse, Great Band, Montrose, Wilkesbarre, Scranton, Stroudsburg, Water Gap. 17 20 A. M. and 3 30 P. M. for Belvidere, Easton, Lambertville, Flemington, &c.

The 229 P. M. Line connects direct with the Train leaving Easton for Mauch Chunk, Atlentown, Bethlebem, &c. hem, &c. At 5 P, M. for Lambertville and intermediate Sta-tions. WM. H. GATZMER, Agent,

PHILADELPHIA, GERMANTOWN AND NORristown Raifroad.
TIME TABLE.
On and after Thursday, November 1, 1865, until fur-

TIME TABLE.

On and after Thursday. November 1, 1865, until further notice.

FOR GERMANTOWN.

Leave Philadelphia, 6, 7, 8, 9, 10, 11, 12 A. M., 1, 2, 215, 285, 4, 5, 545, 640, 7, 8, 9, 10, 11, 12 P. M.

Leave Germantown, 6, 7, 73, 8, 320, 9, 10, 11, 12 A. M., 1, 2, 34, 445, 6, 630, 7, 8, 9, 10, 11, 12 P. M.

The 22 down train and 245 and 545 up trains will not stop on the Germantown branch.

ON SUNDAYS.

Leave Philadelphia at 915 A. M., 2, 7, 1045 P. M.

Leave Germantown at 815 A. M., 1, 6, 945 P. M.

CHESNUT HILL RAILHOAD.

Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 345, 645, 7, 9 and 11 P. M.

Leave Chesnut Hill at 710, 8, 940, 140 A. M., 170, 570, 570, 580, 840 and 1040 P. M.

Leave Chesnut Hill at 710, 8, 940, 140 A. M., 170, 570, 580, 580, 110 B. M., 120, 540 and 925 P. M.

Leave Philadelphia at 6, 825, 1105 A. M., 120, 3, 420, 580, 615, 805 and 1130 P. M.

Leave Philadelphia at 6, 825, 1105 A. M., 120, 3, 420, 570, 615, 805 and 1130 P. M.

Leave Norristown at 540, 7, 750, 9, 11 A. M., 120, 420, 615 and 8 P. M.

The 520 P. M., train will stop at School Lane, Wissablekon, Manayunk, Spring Mills and Conshohocken only.

ON SUNDAYS.

bickon, Manayunk, Spring Mills and Conshohocken only.

ON SUNDAYS,
Leave Philadelphia at 9 A. M., 230 and 846 P. M.
Leave Norristown at 7 A. M., 6 and 830 P. M.
FOR MANAYUNK.
Leave Philadelphia at 6, 835, 1103 A. M., 130, 3, 430, 830, 615, 805 and 1130 P. M.
Leave Manayunk at 610, 730, 830, 930, 1130 A. M., 2, 8,645 and 830 P. M.
ON SUNDAYS.
Leave Manayunk at 730 A. M., 230 and 645 P. M.
Leave Manayunk at 730 A. M., 230 and 9 P. M.
W.S. WILSON, General Superintendent,
Depot. NINTH and GREEN Streets.

W EST JERSEY RAILBOAD LINES, FROM VEST JERSEY RAILROAD LINES, FROM foot of MARKET Street (Upper Ferry).
LEAVE PHILADELIPHIA AS FOILDWS:—
For Bridgeton, Salem, Millville, and all intermediate sintians, at 8 A. M. Mail., \$30 P. M., Passenger.
For Woodbury, 8 A. M., \$30 and 6 P. M.
For Cape May, at \$50 P. M.
SETURNING TRAINS LEAVE
Woodbury at 7 10 and 8 10 A. M., and 4 64 P. M.
BETURNING TRAINS LEAVE
Woodbury at 7 10 and 8 10 A. M., and 4 64 P. M.
BING SEON A. M. and 5 00 P. M. Freight, 6 30 P. M.
SEIGH at 6 55 A. M., and 5 00 P. M. Freight, 6 10 F. M.
Cape May at 11 40 A. M., Passenger and Freight
Freight will be received at First Covered wharf abov. Waimst attent, from 9 00 A. M. smill 500 P. M.
Tills received refere 7 00 A. M. will go through the same day.
Freight Delivery, So, Fig. 8. DELAWARE Avenue.

1 1. WILLIAM J. SEWELL, Separintendent.