THE DAILY SYSKING TELEGRAPH -- PHILADELPHIA, TURNDAY, DEGEMBER 31, 1865.

THE DAILY EVENING TELEGRAPH-PHILADELPHIA, TUESDAY, DECEMBER 31, 1867.

# CITY INTELLIGENCE.

INCR ADDITIONAL LOCAL ITEMS SER OUTSIDE PAGES.

AND AN ACCOUNT OF A LOSS TO A LOSS

THE NATIONAL FINANCES-MEETING AT THE BOARD OF TRADE ROOMS .- Last evening, at eight o'clock, a meeting of the members of the Board of Trade was called at the rooms, No. 505 Chesnut street, The subject of discussion before the meeting was the state of the national finances, and a number of renofullons bearing upon the topic were adopted. The meeting was called to order with Mr. John Welsh in the Chair. Much interest was manifested in the sub-

the Chair. Much interest was manifested in the sub-fect, and much argument elicited. Mr. George L. Burby offered the resolutions, and then made a number of remarks in their support. In regard to the liquidation of the national debt, he said that on this point the people had been exhibiting a species of Quixotlem. We abouid take example from the past. It was hoped that the debt could be paid off at the rate of \$200,000,000 as year-and while this pro-ject showed the elasticity of the nation, it was not feasible. We must turn our faces in another direc-tion and netition Concrease to take sway the con-

tion, and petition Congress to take sway the con-tracting power of Secretary McCulloch. To regard to the effect of the quantity of money upon prices, he read an extract from a book comprised by Mr. Stephen Colwell. It showed that an increase in the quantity of money did not enhance prices, becannot the more money in circulation the more new enterprises spring up demanding its use; and this is another reason why the currency should not be con-

another reason why the currency should not be con-iracted. Mr. Daniel Steinmetz said that he wished the reso-intions had been ten times as strong, and presented to Congress with ten times more force. The policy of Secretary McCulloch in retiring fity million dollars, annually, was relating the industry of the constry, and while by its pursuance a specie basis could be reached, it would be reached at the expense of the life of the nation. At the present moment the commerce of the nation is straggling in the throes of dissolution, and if Conserves continues the policy of contraction and if Congress continues the policy of contraction the trade of the nation will not be able to survive. If we should fail in the effort to resume specie payments, we cannot revive and regain our former posi-

fr. John Weish, relinquishing the chair, said that ble views differed entirely from those already expressed. He was as devoutly desirous, however, of pressed. He was as devoluty described an present, reaching a happy result as any gentleman present. There is great distress in the commercal community, This is proven by the prevailing anxiety among all classes of merchanics. During the last year there has been an abundance of money to be obtained on good necarities. The gentlemen preceding had failed to look at the prosperity of the nation in times past, when we had a convertible bank note currency. Take

when we had a convertible bank note currency. Take that currency in the year 1857, and it was \$215,000,000, Congress thought that a circulation of \$300,000,000 of paner money was sufficient, and they were right. He compared our commerce with the commerce of France, England, Scotland, &c. Why are we called upon to ask Congress, at the present moment, to con-tract the currency? It is because at the present time a disturbance prevails. But at the same time that contaction was going on the circulation of the national banks was increasing, and at as rapid a rate as the other was decreasing. other was decreasing. The contraction of the cur-rency has nothing at all to do with the disturbing cause, because it is met on the other side with expan-

We cannot have a higher tariff than we now have We could have a higher that tariff which we have effectual. Our true policy is to look toward the re-sumption of specie payments in order to make the tariff effectual and give labor its proper reward. We have in this country a stock of gold, in all probability, equal to our wants. I think we can calculate upon an amount of from \$250,000,000 to \$400,000,000 of gold to prove the country and your hear hear hear to the at present in the country, and now hoarded by the people through fear. We should as soon as possible remove all the obligations of the government, and the nation should cease to be a maker of paper money. I trust that we shall not pass these resoluti trust that we shall let things remain as they are

Mr. Frederick Fraley said that he was in favor of the adoption of the resolutions. There is a necessity that the people of the country should have time to adjust themselves to the circumstances in which they

were left by the war. We have contracted a debt of \$2,500,000,000 in paper, and have contracted a debt of \$2,500,000,000 in paper, must have a sufficient breathing time to discharge the debt. In Great Britain, after the Battle of Waterloo, fo interference was made by the government with the contract it had made with its bondholders,

A forced resumption of specie payments means re-pudiation, and nothing else. It is due to the people of the nation that the debt they hear should not be practically anulled in order to realize specie payments We should look to a reduction of the taxes, but not to their entire removal, because sufficient revenue cannot be derived from taxes on imports alone. I believe it is not necessary, in order to have a resumption of specie payments at a future day, that we should con-tract the currency now. If we go on and prostrate all the industries of the country at the feet of foreign na-tions, we can never resume specie payments; we must tions as to exports and imports between

entrance to the grounds of the institution, on Twentie h street.

The balance in the treasury in December, 1866. was \$503'20-the receipts from various sources during the year. \$9,875'34, and a loan of \$3000, making an aggregate of \$13,678'54. The expen-ditures during the same time were \$13,180'64; included in this sum, however, is \$1530, balance of a losn paid, leaving a balance in the treasury at this time of \$497-90. A portion of the expenses during the year were for stocking the place, and for the internal fitting up of the establishment. The compensation for help during the year amounted to \$1762.50. This was the first year of the acuve operation of the insti-tution, although the eighth of the existence of the same, which was instituted in April. 1860.

At the session of last evening 43 annual and 3 life members were elected. The number of members reported previous to this session was 297 annual, 83 hife members, and 4 associatives. The directors elected for the ensuing three years were:-L. J. Ladner, C. Ludy, J. New-komet, Lorenz Herbert, J. A. Ehrlicher, Ircole Schaudein, George Doil, F. Steel, and Jacob Kemper. The election for officers will be at a meeting of the Board of Managers, to be held in January next. The attendance at the meeting was large, and much interest was manifested in the proceedings. The assets of the corporation amount to \$64,880.07.

OBSEQUIES OF ALLEN, LARRIN, and O'BRIEN. Meetings were held inst evening by Wolfe Tone Circle, Emmet Circle, F. B. Monigomery Circle, F. B. Luby Circle, Continental, Sarsfield, George B. McClelian, S., Charles, #Assumption, Young Men's Hibernia Beneficial Societies, and Gibbons Cicle, and others, to make arrangements to attend the obsequies of Allen, Larkin, and

O'Brien to morrow. Meetings having the same object in view were also held at No. 633 South street, at the Union School House, Crown street, above Bace; Gart-land's Hail, S. Seventeenth street, and at the northeast corner Twenty-third and Naudain

The following special order was issued last vening by the Chief Marshal, Colonel James

rders No. 1 as indicate a countermarch on Broad street, is hereby countermanded.

Second. The line will form column to the right. Civic societies, four deep, arms linked, and move by the right of column over the

route already designated. Third, To General William E. Leech is assigned the command of the Fifth Division, "Goard of Honor," who will make all necessary details.

Fourth, The Marshal of the Fourth Division. for "cogent" reasons, being unable to serve, it is bereby ordered that said division select a

bereby ordered that said division select a mar-shal to sult themselves, who will report to these headquarters immediately. Fifth, James Monachan, Esq., and Hugh Davis, Esq., are hereby appointed additional Special Ads. Sixth. The Chief Marshal hereby tenders his sincere thanks to the officers and members of the American Declarity Association for their the American Protestant Association for their patriotic and timely expressions of sympathy.

THE PHILADELPHIA BIBLE SOCIETY. - The twenty-ninin auniversary of the Philadelphia B ble Society occurred yesterday, and was celebrated by a large meeting at the Society rooms, Seventh and Walnut streets. Joshua Cowpland, Esq., presided.

annual report, read on the occasion, The showed that during the year the receipts amounted to \$5625.57, all of which has been devoted to the legitimate purposes of the Society The number of cooles distributed was 2688 Bibles and 3177 Testaments. These, added to previous issues of the Society, make a total since its organization of 121,561 Bibles and 248,463 Testaments. Since the last annual meeting two of the

n anagers, Samuel Sappington and Robert Wylfie d-parted this life. The following persons were elected a Board of

Managerst-Joshua Cowpland, Winthrep Cunningham,

John Scarhawk, Thomas K. Peterson, Henry A. Bower, Lenuel Coffio, Isato Sulger, Thomas Cooper, George Heberton, Thomas Mackellar, Jacob L. Watter, Davis Pearson, John B. Ste-

MARINE TELEGRAPH. For additional Marine News see First Page. ALMANAC FOR PHILADELPHIA-THIS DAY.

PHILADELPHIA BOARD OF TRADE.

GROBOR N. TATRAM. ANDREW WHEE ER. D. C. MCCAWMON,

MOVEMENTS OF OCEAN STEAMERS. FOR AMERICA

C. of N. York	LiverpoolNew YorkDec.	7
	GlasgowNew York	
Bellons	LondonNew YorkDec.	24
Palmyrs	LiverpoolNew York	17
Siberia	LiverpoolNew YorkDec.	17
Denm ark	IverpoolNew YorkDec.	38
C. of Loudon	LiverpoolNew York Dec.	18
Nebraska	LiverpoolNew YorkDec.	18
Nova Scotian	LiverpoolPortlandDec.	19
Cobs	Liverpool., Boston.,	24
Tripoll	LiverpoolNew YorkDec.	21
	Liverpool., New YorkDec.	21
and the second se	FOR EUROPE.	

....New York...Liverpor Chicago ..... New York Bremen Jan Jan. Jau

Dec 

CLEARED YESTERDAY. Barque Victoria, Baker, Matannas, E. J. Baker & Co. Schr Surprise, Beers, Boston, Mershon & Cloud, St'r H. L. Gaw, Her, Baitimore, A. Groves, Jr.

ARRIVED YESTERDAY. Brig Ellen P. Stewart. Holland, 7 days from Turk's Island, with salt to Win. Bumm & Son, Schr Tyccon. Cooper, 1 day from Smyrna Creek, Del., with grain to James L. Bewiey & Co. Steamer H. L. Gaw, Her, 13 hours from Baltimore, with mdse, to A. Groves, Jr. Steamer F. Franklin, Pierson, 13 hours from Balti-more with mdse to A. Groves, Jr.

City Ice Boat, Schellenger, 45 hours from Ball-City Ice Boat, Schellenger, 45 hours from Morris Lision's, baving towed thereto origs Albert Dewis for Cork and Ruth, for Barbados, whence they proceeded yesterday morning, under canvas, with a fair wind.

MEMORANDA. Steamship Juniata, floxie, hence, at Havana 20th Steamship Roman, Baker, hence, at Boston yester-

ay. Barque Myra. Dix. hence, at Queenatown 16th inst. Barque Hazard, Jansen, hence, at Falmouth 16th

Instant, Brig George H. Hunt, Woodbury, hence for Ant-werp, was off Deal 14th inst, Brig Grace Darling, Martin, hence, at Havre 18th

staut, Schr Mary D. Cranmer, hence for Newburypert, at

Schr Mary D. Cranmer, hence for Newburypers, as New York yesterday. Schr F. St. Chair Edwards, Ireland, from Galveston, at Pensacola 28th inst. Schra Reinder, Martin, and Deer Isle, Low, from New Haven for Philadelphia, at New York 28th inst, Schr Little Rock, hence, at Richmond 26th inst, Schr Ephreim and Anna, Green, hence, at Wash-ington, D. C. 20th inst. Schra Montexuma, Gordon, from Provincetown for Philadelphia, and E. F. Crowell. Stevans, hence for Boston, salled from Newport 27th inst. Schr & B. Strong, hence for Not wich, at New Lon-don 27th Inst.

Schr Lewis Chester, hence, at Savannah yesterday.

**NOTICE TO MARINERS.** A supken schooner, with topmasts just above water, lies off the mouth of the Rapyahannock river, right in the track of versels. She is supposed to have been sunk by some steamer.

MISCELLANY. The claim on the bargue Lord Byron. in the Downs 9th Inst., from London for Philadelphia, amounted to

1700, The undermentioned rewards for gallantry in saving life at sea and for services to shipwrecked mariners have recently been granted by her Majesty's Govern-

meni-To Capiain Samuel G. Pool, of the schooner Bound-ing Billow, of Gloucester, Mass. U.S., a telescope. in testimony of his services to the master and crow of the barget Dennis Horton, of Yarmouth, N. S., in February, 1887, To Mr Edward Taubman, chief mate of the West-moreisnd, of Philadelphis, U.S., a telescope, and to John Resgan, John Derlin, John Atkins, James Ward, and Simon Peterson, scamen in that yeased the sug

and Simon Peterson, seamen in that vessel, the sum

RAILROAD LINES, 

and CALLOW HILL Streets, Philadelphis, at the fol-lowing bours:-MORNING ACCOMMODATION, A1730 A. M., for Reading, Allentown, and inter-mediatestationa. Resurping, leaves Reading at \$30 P. M., arriving in Philadelphis at 9'10 P. M. MORNING EXPRESS. At \$15 A. M. for Reading, Lebanon, Harrisburg Potasylile, Pine Brove, Lamagua, Sunbury, Williams port, Elmira, Roshester, Niagara Falls, Buffalo Wilkembarre, Pittston, York, Carilale, Chambers-burg, Hagerstown, etc. etc. The 790 train connects at READING with East, Fennsylvanis Railroad trains for Allen-lown, etc., and the \$15 A. M. train connects with Lebanon Valley train for Harrisburg, etc. at PORT (LINTON with Catawiss a Ballroad trains for Wil-Burg with Northern Central Comberland Valley and Schuylkill and Susquehanas trains for North-sund Schuylkill and Susquehanas trains for North-muberiand, Williamsport, York, Chambershurg Pinegrove, etc. ATTERNOON EXPRESS

and Schuylkill and Susquehanna trains for North-mberiand, Williamsport, York, Chambersburg Finegrove, etc. ATTERNOON EXPRESS Leaves Philadelphia at 320 P. M., for Reading, Potts-ville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc. PO. 15710WN ACCOMMODATION Leaves Poinstown at 6 45 A. M., stopping at inter-mediate stailons; arrives in Philadelphia at 900 P. M.; arrives in Poinstown at 706 P. M.; for Reading, and Neturning, leaves Philadelphia at 500 P. M.; arrives in Poinson, arrives in Philadelphia at 905 A. M. Returning, leaves Philadelphia at 500 P. M.; arrives in Reading at 730 A. M., stopping at all way stations, arriving at Philadelphia at 100 P. M.; arrives in Reading at 635 P. M. Trains for Philadelphia in the A. M. And Poinsville at 835 A. M.; arriving in Philadel-phia at 100 P. M. Afternoon trains leave Harrisburg at 210 P. M., Poinsville at 255 P. M.; arriving in Philadelphia delphia at 645 P. M. HARISBURG ACCOMMODATION. Leaves Reading at 715 A. M.; and harrisburg at 410 P. M. Connecting at Reading with Afternoon Acco-modation south at 636 P. M., and harrisburg at 410 P. M. Connecting at Reading with Afternoon Acco-modation south at 636 P. M., and instribute at 410 P. M. Connecting at Reading with Afternoon Acco-modation south at 636 P. M., Mariving in Philadelphia at 910 P. M.

at 910 P. M. Market train, with passenger car attached, leaves

market train, with passenger car attached, leaves Philadelphia at 24 a boon for Pottaville and all way stations. Leaves Pottaville at 700 A. M. for Philadel-phic and all way stations. All the above trains run daily, Sundays excepted. Sunday trains leave Pottaville at 800 A. M., and Philadelphia at 815 P. M. Leave Philadelphia for Reading at 800 A. M., returning from Reading at 425 P. M., CHESTER VALLEY BALLBOAD

CHESTER VALLEY RAILROAD.

P. M., CHESTER VALLEY RAILROAD. Passespers for Downingtown and sufermediace points take the 7:30 A. M., and 4:00 P. M. trains from Philadelphia, returning from Downingtown at 6:30 A. M. and 1:00 P. M. NEW YORK EXFRESS FOR PITTSBURG AND THE WEST Leaves New York at 9 A. M. and 5 and 8 P. M., passing Reading at 1:00 A. M. and 1:50 and 10:10 P. M., and count cours at 19 A. M. and 5 and 8 P. M., passing Reading at 1:00 A. M. and 1:50 and 10:10 P. M., and count cours at 19 A. M. and 5 and 8 P. M., passing Reading at 1:00 A. M. and 1:50 and 10:10 P. M., and count cours at Harr sourg with Pennsylvania and Northern Central Railroad express trains for Pitts-burg. Chicago, Williamsport, Elimira, Baltimere, etc. Telurning, express train leaves Harrisburg at 4:49 and 7:06 A. M., and 1:40 P. M., passing Reading at 4:49 and 7:06 A. M., and 1:40 P. M., and sou P. M. Sleep-ing cars accompany these trains through between Jersey City and Pittsburg, without change. A mail train for New York leaves Harrisburg at \$'10 A. M. and 2:05 P. M. Mail train for Harrisburg leaves New York at 12 M. SCHUYLKILL VALLEY BAILBOAD. Trains leave Pottsville at 5:30 and 11:40 M., and 7:15 P. M., returning from Tamaqua at 7:35 A. M., and 1:40 and 4:35 P. M. SCHUYLKILL AND SUSQUEHANNA RAILROAD 

ADG 435 P. M. BCHUYLEILL AND SUSQUEHANNA RAILROAD

SCHUYLKILL AND SUSQUEHANNA RAILROAD Trains leave abourn at 755 A. M. for Placerove and Harrisburg, and 1345 noon for Pinegrove and Tremont, returning from Harrisburg at 555 P. M., and from Tremont at 740 A. M. and 535 P. M., TiCKETS. Through first-class tickets and emigrant tickets to at the principal points in the North and West and Cauada.

Through first-class lickets and emigrant lickets to a the principal points in the North and West and Cauda. The resion tickets from Philadelphia to Reading and intermediate stations, good for one day only, are sold by Morning Accommodation. Market train, Reading and Pointsfown Accommodation trains, at reduced rates. Excursion tickets to Philadelphia, good o sly for one day, are sold at Reading and Inter-mediat, stations, by Reading and Pointsfown Ac-common ation trains, at reduced rates. The fullowing tickets are obtainable only at the office of it. BKALFORD, Treasurer, No. 27 South FOURTH street, Philadelphia, or of G. A. NICOLLS, General St perintendent, Keading: COM MUTATION TICKETS At 25 per c int discount, between any points desired, for families and firms. MILEAGE TICKETS, Good for 2000 miles between any points desired, for families an firms. EEASON TICKETS, For three, six, nine, or tweive months, for holders only, to all point a, at reduced rates. Residing on the time of the road will be furnished cards entilling the method and wives to tickets at nalf fare. EXCURSION TICKETS

and Eddington. At 8 and 1015 A. M., 230, 4.5, and 6 P. M., for Cornwells, Toursedale, Heimeburg, Tacony, Wissi-noming, Bridesburg, and Frankford, and at 8 P. M.,

**RAILROAD LINES,** NORTH PENNSYLVANIA BAILBOAD,-WALNUT STREET THEATRE. THIS (Turaday) EVENING. Dec. 51. eighth night of the charming young arkine, LUCILLE WESTERN. who will appear in her great impersonations of LADY ISABEL and MADAME VINE, LADY HABBL BID WARDAND IN C.W. TAYLEVER DOFAI dramaof EAST LYNNE; OR. THE ELOPEMENT. GRAND PERFORM ANCE WEDNESDAY (New Year) AFTERNOON, BEAUTY AND THE BEASP, and WALLACE. THE HERO OF COTLAND.

Organing Telegragi

AMUSEMENTS,

MRS. JOHN DREW'S ARCH STREET

M RS. JOHN DREW'S ARCH STREET THEATRE. Begins at 7% o clock. THE NEW PLAY-LIGHT AT LAST. MONDAY, AND EVERY EVENING, Colonei Flizgerald's original play. DR. THE SHADOW ON THE CASEMENT. New Scherey, by Hawthorne and Fatters. New Music, by G. Remington Fairlamb. New Dances, by Constantine Carpenter. Mechanicsi Rifecis, oy H. Rough. And a Great Cast, including MRS, JOHN DREW as CATHARINE FAIRLAWN

N EW CHESNUT STREET THEATRE. NEW YEAR WEEK. LVERY EVENING DURING THE WEEK, AND NEW YEAR'S AFTERNOON. Will be presented the beautiful, gintering, msglool, eye-delighting CEN DRILLON.

CENDRILLON, founded on the fairy spectacle of OR THE LITTLE CLASS SLIPPER. New Scenery and Co-tumes. A BALLET OF 75 YOUNG LADIES.

A C A D E M Y O F M U B I C.-LAST WEEK of the ismoss HANLONS, HARRY GURK, the Bumao Frog. ETHARDO, houcated Poodles, Ministure Circus, New Panco-mimo, The entire combination in New and Starillang

MATINEE, WEDNESDAY AND SATURDAY,

at 2% o'clock. Mailine prices, 50 and 25 cents to all parts of the bouse. Evening prices, \$1, 75, 50 and 25 cents,

"HAPPY NEW YEAR TO ALL!" Santa Claus! Santa Claus!! Santa Claus!!! A NEW SPECTA: LE FOR THE HOLIDAYS! A TREAT FOR THE LITTLE ONES, ONE THOUSAND DOLLARS WORTH OF TOYS WILL BE DISTRIBUTED, Nightly appearance of JOHNNY MACK, THE CELEBRATED ETHIOPIAN COMEDIAN. Torribue with all the other celebilies of this man-

Together with all the other celebrilies of this may moth froups. MATINEE NEW YEAR'S AFFEBNOON

on MONDAY EVENING the new burleaque, FAUST. which will be repeated nightly until further

notice, Doors open at 7 o'clock, Commence at 8, Admission 25, 50, and 75 cents. Boxes, 55,

FOX'S AMI BICAN VABLETY THEATRE-

EVERY EVENING AND BATURDA AFTERNOON. GREAT COMBINATION TROUPE,

In Grand Balieta Ethiopian Burlesques, Songs, Dances Pantomimes, Gymnast Acts. etc.

FOYER OF THE ACADEMY OF MUSIC.

FRIDAY AFTEROON, Jan. 3, 1868, At Haifpest 4 o clock, CARL WOLFSOHN'S FIRST BEETHOVEN MATINEE, with the valuable assistance of MR THEO HABELMANJ. Single Admission, One Dol an. Tickets Programmes, and Subscription Lists at the Music Stores. 12 30 44

C A B L S E N T Z 'S ORCH ESTRAL MATINEES. EVERY THURSDAY AFTERNOON, At 35 o clock. IN HORTICELTURAL HALL. Violinist, WM.STILL, Jr.-Jupiter symphony. PRORAGE OF FOUR TICKETS for One D. linr. Single Tickets, 50 cents. To be had at Boner & Co.'a, No. 11c2 Chesnut street, end at the door.

ONLY THREE NIGHTS MORE. Monday, Tuesday, and Wednesday, Dec. 30, 31, Jan. 1, MORRIS ENOTHERS' MINSTRELS.

Introducing an Entrie change of Programme. Admission, 25 cents, Reserved seats, 50 cents, [123036

HASSLER'S MONDAY AFTERNOON CON LAY, from 35 till 5 o'clock. Four lickets, \$1; thirty, \$5.

A MERICAN CONSERVATORY OF MUSIC. -See Advertisement under the head of "Special Notices"

CIERMANIA ORCHESTRA. - PUBLIC RE

B. MIDDLETON & CO., DEALERS IN COAL. Kept dry under cover. Prepared expressly for family sas. Yard, No. 1225 WASHINGTON Avenue. Office, No. 514 WALNUT Surest. 522

William STILL'S COAL DEPOT, Nos 1216, 1218, and 1220 WASHINGTON Avenue. The best qualities of Coal, for domestic cratean use, urniahed to say part of the city 11 2 3m

RAILROAD LINES.

Front and Market streets thirty ininities previous to departure. ON SUNDAYS, Leave Philadelphin at 2500 A. M. and 2 P. M. Leave West Chester at 756 A. M. and 4 P. M. The Depot is reached directly by the Chesnub and Wainut aircets cars. Those of the Market street line vin within one square. The cars of both lines connect with each train 0.000 its arrival. Train leaving Philadelphin at 756 A. M. and 450 P. M., condect as R. C. Junction with trains on P. and B. C. R. R., for Oxford and intermediate points. Passengern are allowed to take wearing appared only as bagyage, and the Company will not its any case be responsible for an amount exceeding one hun-dred dollars, unless a special contract is made for the same. HENRY WOOD. 419

W EST JERSEY BAILROAD LINES, FROM foot of MARKET Street (Opper Ferry), Commencing TUESDAY, September 17, 1997, For Bridgeton, Sales, Vineland, Millwille, and in-termediate stations, sup A. M., and F30 and e00 P. M. For Cape May 320 P. M. For Cooldbury as 500 A. M., and 330 and e00 P. M. Freight Train leaves (Anden at 12 M. (Boon) daily, Freight Train leaves (Anden at 12 M. (Boon) daily, Freight will be received at second Overred Wharf below Walnut street, from 700 A. M. until seo P. M. Freight received bafore 900 A. M. will go forward the same day.

mes day. Freight Delivery, No. 228 S. DELAWARE Avenue, 7514 WILLIAM J. SEWELL, Superintendent

C O B N E X C H A N G E JOHN T. BAILEY & CO.,

N. E. corner of MARKET and WATER Streets,

N. E. corner of MARKET and WATER Streess, Philadelphia, DEALERS IN BAGS AND BAGGENG Of every Description. for Grain, Flour, Sail, Suber-Phosphate of Lime, Bone Dast, Etc. Large and small GUNNY BAGS constantly on hand 1224] Also, WOOL SACKS, JOHN T. BAILEY. JAMAS CASCADER.

COTTON AND FLAX, BAIL DUCK AND CANVAS, Of all numbers and brands Tent, Awning, Trunk, and Wagon Cover Duck Also, Paper Manufacturers' Drier Feita, from onesc several feet wide; Pauling, Belting, Ball Twine, etc. JOHN W, EVERMAN & CO. JOHN W, EVERMAN & CO.

UNITED STATES BEVENUE STAMPS .--

U Principal Depot, No. 304 CHES NUT Street, one doo below Chemut Established 1882. Revenue Stamps of every description constantly of hand in any amount. Orders by Mall or Express promptly atsended to.

The set of the set of

COAL.

1000

CONCERT HALL,

NORTH PENNSYLVANIA BAILBOAD.-N A & MIDDLE RUUTE - Shortset and most direct route to Betalehem, Allentown, Mauch Chunk, haselton, White Haven, Wilk enbarre, Mahanoy City, baselton, White Haven, Wilk enbarre, Mahanoy City, manager, Baselton, Scranton, and All Politaken with the Bear enber Morth Pensylvania Bailroad on arceits, daily (Scundars excepted), as tollows:-. A Marker THUBSDAY, Nov, 14, 1807, Passenger in the law enber with Lehigh Valley Railroad, on arceits, daily (Scundars excepted), as tollows:-. A Marker THUBSDAY, Nov, 14, 1807, Passenger in the law enber with Lehigh Valley Railroad, on arceits, daily (Scundars excepted), as tollows:-. A Marker Mitsion, on North Pensylvania Bailroad, we will have the New Depot, cornand, all politis in politis in politis in politis in will babigh and Mahanoy Railroad, for Mananoy Mananoy Babiesen at the Stermaton and the stermaton an

and points on New Jerney Central Balliond to New York.
At 5\*45 A.M. — Accommodation for Doylestown, stopping at all intermediate stations. Passengers for Willow Grove, Hatboro, and Hartsville, by this train, take the stage at Old York road.
At 10°15 A. M. — Accommodation for Fort Washing ton, stopping at intermediate stations.
At 10°15 A. M. — Accommodation for Fort Washing ton, stopping at intermediate stations.
At 10°15 A. M. — Accommodation for Fort Washing ton, stopping at intermediate stations.
At 10°15 A. M. — Accommodation for Fort Washing ton, stopping at intermediate stations.
At 10°15 Ca. M. — Express for Bathlebern, Allentown, Mauch Chunk, White Haven, Wilkesbarre, Mahanoy City, Centralia, Shenandosh, Mount Oarnel, Pluaton, Scranton, and all points in the Mahanoy and Wyoning Coal regions. Passengers for Greenville take this train to Quakertown.
At 2\*45 P.M. — Accommodation for Doylestown, stopping at all intermediate stations. Passengers in Kalsen and Statistics and Doylestown, stopping at all intermediate stations. Passengers for Wilew Grove, Hatboro, and Harisville, take stage at an intermediate stations. Passengers for Wilew Grove, Hatboro, and Harisville, take stage at an and the commodation for Boylestown, stopping at all intermediate stations.

Willow Grove, Hatboro, and Harlsville, addington. At 5 20 P. M.-Through accommediation for Bethle-brm. and all stations on main lice of North Peonsyl-vania Railroad, connecting at Bethleben with Lehigh Valley Evening train for Easton, Allentown, and Mauch Chunk. At 5 20 P. M.-Accommodation for Laundale, stop-ping at all intermediate stations. At 130 P. M.-Accommodation for Fort Wash-Inston.

Ington. TRAINS ARRIVE IN PHILADELPHIA.

The AINS ARRIVE IN PHILADELPHIA. From Bethlehem, at 918 A. M., 205, and 340 P. M. 270 P. M. train makes direct connection with techigh Valley trains from Easton, Scranton, Wilkesbarra, Mahanoy City, and Hanieton, Passengers leaving Eas-ton at 1120 A. M. arrive in Philadelphia at 205 P. M. Passengers leave Wilkesbarre at 120 P. M. connect at 540 P. M. From Doylestown at 525 A. M., 570 and 700 P. M. From Lansdale at 730 A. M. Philadelphia for Bethlehem at 920 A. M. Philadelphia for Bethlehem at 920 P. M. Philadelphia for Bethlehem at 920 A. M. Philadelphia for Bethlehem at 970 P. M. Bethlehem to Philadelphia at 400 P. M. Fith and Sixth Streets Passenger cars convey pas-sengers to and from the new depo. White cars of Second and Third Streets line and Union line run within ashort distance of the Depo. Tickets must be procured at the Ticket Offloe in order to secure the lowest rates of fare. ELL's CLARE, Agent. Tickets sold and Baggage checked through to prin-cipal points at Mann's North Pennsylvanis Bagrages

Tickets sold and Baggage checked through to prin-cipal points at Mana's North Pennsylvanis Baggage Express Office, No, 105 S, Fi'th street,

our country and other countries. We want time on this matter—time to breathe—and then we can resume specie payment, and not till then. We should keep up the volume of our paper car-rency until the industry of the country brings the foreign exchanges into a favorable relation with our own. I am, therefore, in favor of these resolutions. If necessary, we should memorialize Congress in the

If necessary, we should memorialize Congress in the strongest way. Mr. Stumpf said that he agreed with the views of the President of the meeting (Mr. Welab). He was prepared to show that an amount to be applied annu-ally to the payment of the national debt could be reduced to such a minimum point as not to materially affect the affeirs of the nation. His plan was to lay aside a certain sum annually, in a sinking fund, to be applied in the way of an annuity to the payment of the debts. Mr. John Price Wetherill said that the gentlemen in favor of contraction were not in favor of speedy or

Mr. John Price Wetherill said that the gentlemen in favor of contraction were not in favor of speedy or ruinous contraction, but they were in favor of resump-tion at a certain specified day. The system is, con-tract gradually, by degrees, and if the interests of the country suffer, not to contract. Mr. McCailoch sees our returns every month, and he can speedily tell when we can no longer bear the burden of contraction. The gentlemen who ask for contraction are those who believe that the commercial and manufacturing interests of this community are suffering. There is not a merchant in this city, in good standing and credit, who cannot cet his business paper fairly dis-counted at bank. It is the jobbers in the Northwest who are ssking for a cession of contraction. They cannot accommodate themselves to circumstances; cannot accommodate themselves to circumstances; cannot trim their sails to meet the storm; bul must carry large stocks, and, therefore, suffer. They should receive at our hands but very little consideration. It is not the fault of Mr. McCulloch that we are burdened. In no country has any revolution occured but from the burden of unfair and unequal taxation. Addresses were made by a number of other gentle-

Addresses were made by a number of other gentle-men. The resolutions as amended were as follows :-The committee appointed by the Executive Connell, charged with the presentation of the anbject of con-traction of the currency, resumption of specie pay-ments, &c., to the Board of Trade, was unable to agree. The majority report, signed by Messra. Geo, L. Buzby, Mr. Fraley and Richard Wood, was sub-mitted as follows:-Resolved, That the Board of Trade of Philadelphia respectfully recommend to the Senate of the United States the prompt passage of the bill, adopted by the Home of Representatives, suspending further contrac-tion of the currency.

House of Representatives, suspending further contrac-tion of the currency. Resolved, That the normal re-umption of specie pay-ments cannot be enforced by an act of Congress unless assisted by full crops, prosperous industry, and a re-storation of political harmony throughout the country. When these conditions shall have been secured, we will advance toward resumption at a healthy and natural pace, without the interference of arbitrary legislative enactments. Resolved, That the payment of the principal of the national debit should be reduced to a minimum rate per annum, in order to lighten the weight of taxation which now eripples the energies of the people. Resolved, That a printed copy of these resolutions be sent to each member of both Houses of Congress, as expressing the views of the Philadelphia Board of Tinde.

Trade.

Trade. The resolutions were taken up seriatim. When the vote was called upon the first resolution it was lost. At this point a motion was made to recommit the resolutions to the Executive Committee, with power in the committee to call a meeting of the marchants of Philadelphia for their consideration. Carried, The Board then adjourned.

THE GERMAN HOSPITAL OF THE CITY OF PUILADELPHIA.-The annual meeting of the con-tributors of the German Hospital was held last Evening at the hall of the German Society, in evening at the hail of the German Society, in Beyenth street, the President, Joseon M. Bar-chard, presiding. The eighth annual report was read by the Presi ent, exhibiting that the institution numbered during the year 193 pa-ticats, of which number 75 per cent, were Ger-mans. Of this number 119 were discharged as cured or convalescent, and 18 deceased. Tairty pai ents were treated in the surgical wards, not a few of which were very deficate on es, but in each instance successful. The number of pa-tients in the wards at present is 29. The attendance of the physicians. Weights

The attendance of the physicians, Fricke, Berken Sobro z. Fischer, Demme, Koerper, Kaemmerer, and Pauzki, is entirely gratulous; the only compen-ated medical officer being the resident physician. August F. Muller, until re-cently connected with the Pennsylvania Hospi-tal. The library of the hospi al, con-1-ting of German, French, and English works, numbers mear four hundred volumes. The corporation was the recipient of a very valuable donation from Mayer Gaus, one of the airectors, consist-ing of a massive iron gateway, for the principal

venson, Alexander Brown, John S. Cummings, Peter Walker, Standish F. Hanseil, Christian Stanger, Charles M. S. Leslie, Joseph A. Bremer, Charles B. Durborow, Charles San-tee, Rufus L. Barnes, William D. Macleod, George R. Kellogg, Joseph Adamson, Thomas L. Schrack, John Ferniev, James Grant, James R. Harris, Horatio G. Kern, John H. Sonthworth, Joseft Moorhead, Altred Horner, William C. Bakes, Jeremian C. Chiru, John Groesbeck, Rev, William P. Breed, D. D., Rev. Philips Brooks, Rev. T. De Witt Talmage, Rev. Altred Cookman, Rev. Thomas Shepherd, D. D. lexander Brown, John S. Cammings Altred Cookman, Rev. Thomas Shepherd, D. D., Rev. Theophilus J. Stork, John M. Maris, John A. Wright, Frank K. Hipple, Augustus T. Baton, John Whiteman,

THE formal opening of the Young Mannerchou Singing Society Hall, Cherry street, above Fuch, took place dast evening. The members of this enterprising and most excellent organiza'ion, accompanied by their ladies, were pre-sent in large numbers, and passed a most pleasant evening. At 9 o'clock the dining ball was thrown open, and three long tables, filled with the choicest of viands, were soon sur-rounded with a merry party. Dr. flein, who for many years held the position of President of the Society, made a happy address, referring to the splendid career of the society, and urging the members to keep the spirit alive, and push the organization along for greater and more giorious deeds.

Mr. Hartman and others made short addresses. The dining hall was then cleared, and dancing and singing followed. The festivities were kept up to a late hour. We heartily congratulate the Young Mænnerchor for the step they have taken in securing comfortable quarters. The building is well adapted for their purpose, being divided in such a manner as to give them a banqueting, dancing, and concert hall on the first floor; ladies' reception and meeting room on the second, and a billard and eating saloon on the third floor, making it a happy and homelike place for the members of the organization and

their friends.				
SPECIAL MEETING ON DIANS A Special meet yesterday morning, Pr	ling of th	e Boa	rd wa	s held
in the Chair. The Treasurer report the City Treasury the	ted that	be ba	d pai	d into
viz.; Collections for suppor Collections as emigran Collections for house i	it tax		10	1497*60 104*00 1736*71
Total A large number of h the Steward, and war drawn for their paym journed.	rante we	re or	ented	to be
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	ERY, TRI		
NO. 16 No.	OBTE DELA		DELPHIA.
Naval	Stores	and	Soaps
011S,	PAINTS,	VARNI	SHES,

"NON. 323 AND 331 SOUTH STREET, Has all the Novelties in HOLIDAY MILLINERY, Lacies', Muses', and Children's Silk, Valvat, Feit, Straw and Fancy Bonneis and Hats of the latest styles, Old Velvet Bonneis made over on the new frame, sino, Silks, Velvets, Ribbuns, Crapes, feathers, Fibwers, Frames, etc., wholesale and re-tail

GET THE BEST-THE HOLY BIBLE-HARD in the Editions-Family, Public and Pocket Bible in beautiful styles of Turkey Morocco and antique bindings. A new edition, arranged for photographic portraits of manifes. WM. W. HARDING, Publisher, [No. me CHEENUT Street Scient Fourth

and Simon reterion, seamen in that vessel, the sum of £2 each, for their services in rescuing with their lifeboat the crew of the Hortenne, abandoned at sea on the 23th of February, 1867. To Captain Samuel O. Moore, of the bargae Clen-Tuegos, of New York, a binocular glass in acknow-ledgment of his humanity to the crew of the Phaola, of Greenock, whom he rescued from the wreck of that vessel on the ist of August, 1867. Also the sum of 30s, to each of the four men who manned the boat of the Clentuegos.

to each of the four men who manned the boat of the Cientness. To Captain Henry A. Gadaden, of the mall steam-ship Arago, of New York, a binocular glass, in acknowledgment of his services in rescaing the crew of the Cast, of Greenock (25 in number), abandoned at sea, on the lith August, 1857. To Captain Atwood, of the whaling scheoner Ceta-cean, of Provincetown, Mass. U.S., a telescope, in scknowledgment of his humanity and kindness to the crew of the brig Lone Star, of Liverpool, N.S., whom he recured from the wreck of their vessel on the 36th Marob, 1867.

## ENGINES, MACHINERY, ETC.

PENN STEAM ENGINE AND BOILER WORKS, -NEAFIE & LEVY, PRACTICAL AND THEORETICAL ENGINEERS, MACHINISTS, BOILER-MAKERS, BLACK-NACHINISTS, BOILER-MAKERS, BLACK-been in successful operation, and been exclusively pressure, high and low-pressure. Iron Boilers, Water ranks, Propellers, etc., etc., respectfully offer their services to the public as being fully prepared to coo-tract for engines of all sizes, Marine, Biver, and services to the public as being fully prepared to coo-tract for engines of all sizes, Marine, Biver, and totomary, having set of patterns of different sizes, are prepared to execute orders with quick deepatch. For the construction of pattern-making made at the horizet noice. High and Low-pressure fine, tousing, screw Cuting, and all other work connected units, serve busines. The establishment free of charge, and work done man. The subscribers have ample whatf-dock room for

anteed. The subscribers bave ample wharf-dock room for repairs of boats where they can lie in perfect, afety, and are provided with shears, blocks, talls, etc. etc., for raising heavy or light weights. JACOB C. NEAFIE, JOHN P. LEVY, 5 15 BEACH and FALMER Streets,

8.16	BEACH and PALMER Streets,
	the second se

J. VAUGHN MERRICK, WILLIAM H. MBRRICK LOUP E. COPE. SOUTHWARK FOUNDEY, FIFTH AND WASHINGTON BIFERS, MERRICE & SUNS, ENGINEERS AND MACHINISTS, MARDIACTORE High and Low Pressure Steam Engines for Land, River, and Marine Service. Boilers, Gaacometers, Tanks, Iros Boals, etc. Cestings of all kinds, either Iron or brazs. Tron Frame Recis for Gas Works, Workshops, and Ballread Stations, etc.

atircad Stations, etc. Retorts and Gas Machinery, of the latest and most

improved construct on, Every description of Plantation Machinery, and Sugar, Saw, and Grist Mills, Vacuum Pans, Open Steam Trains, Delecators, Filters, Fumping Ea-

Fines, etc. Sole Agents for N. Billeux's Patent Sugar Boiling Apparatus, Neamyth's Patent Steam Hammer, and Aspinwall & Woolzey's Patent Centrifugal Snear Dratning Machine.

BEIDESBURG MACHINE WORKS.

No. 65 N. FRONT STREET, PHILADELPHILA. We are prepared to fill orders to any extent for our well-known MACHINERY FOR COTTON AND WOOLLEN MILLS, Including all recent improvements in Carding, Spin-ning, and Weaving. We invite the attention of manufacturers to our ex-tensive works. tensive works. ALFRED JENKS & SON.

### HATS AND CAPS.

I THE FALL AND WINTER STYLE HATS

AT L. BLAYLOCK'S,

NO. 52 NOETH EIGHTH STREET,

Are commended to the especial attention of

GENTLEMEN OF TASTE AND FANHION,

BEING ELEGANT IN OUTLINE, MATOHLESS IN FABRIC,

CHARMING, IN FINISH

For ease, grace, and fashion, they are [11 22smwith

THE MODELS OF THESEASON,

EXCURSION TICKETS

fare. EXC('RSION TICKETS From Philadeiph.s to principal stations, good for Saturday, Sueday, a.d Monday, at reduced fare, to be had only at the Ticket Office, at THIRTEENTH and CALLOW HILL Streads. FREIGHT. Goods of all descriptions forwarded to all the above points from the Company's Freight Depot, BROAD and WILLOW Streets. TREIGHT TRAINS Leave Philadeiphia duly at 500 A. M., 1245 noon and 6 P. M., for Reading, Lebanon, Harrisburg, Potts-ville, Fort Clinton, and all points forward. MAILS Close at the Philadeiphia Post Office for all places on the road and its branch m at 5 A. M., and for the principal stations only at 251P. M. TOENNEYL VANIA CONWRAL, RAILBOAD DENNSYLVANIA C.INTRAL BAILBOAD

l	TRAINS ARRIVE AT DEPOT, VI	later		
l	Cincinnali Express	1.85 A	40	M.
ľ	Philadelphia Express	710 A	10	M.
l	Paoli Accommodation. No. L.	8'20 A		M.
l	Krie Mall.	9'35 A	20	М,
ł	Fast Line	9-35 A		M,
l	Parkenburg Train.	9'10 A	6	М.
۱	Lancaster Train	1.10 b		М,
l	Erie Express	1·10 P	۰.	м,
l	Day Express	6·20 P		M.
ł	Proll Accommodation, No. 2.	7·10 P	1.1	M
Į	Harrisburg Accommodation	9 50 P		M,
L	and the set of the first open if the second set of the second set of the			

Peoll Accounted atton 950 P. M. Harrisburg Accounted atton 950 P. M. For instance information of the strength of the second strength FRANCIS FUNK. Ticket Agent, No. 118 MANKET Strengt, BAMURL H. WALLACE, Ticket Agents is the Depot, Ticket Agents is the Depot, The Pennsylvanis Ballroad Company will not as-sume any risk for Baggage exceeding that amount in value will be at the risk of the owner, asless taken by special contract. EDWARD H. WILLIAMH. 20 General Superinted ent. Altoons, Pa.

by apecial contract. EDWARD H. WILLIAME. 423 General Superintendent. Altoona, Fa. PHILADELPHIA AND BALTIMORE CEN-TRAL RAILBOAD.-Winter Arrangements, On and stor MONDAY, October 7, 1857, Trains will leave Fhiladelphia, from the Depot of the Wese Chester and Philadelphia Railroad, corner of THIRTY-FIRST and CHESN OF Streets (West Phila-delphia), at 745 A. M. and 450 P M. Leave Rising Sun at 845 and Oxford at 850 A. M. and leave Oxford at 325 P. M. Market Train, with Passenger Car attached, will run on Tuesdays and Fridays, leaving the Rhings Sin at 105 A. M., Oxford at 1145 M., and Kennett at 106 P. M., connecting at West Chester Junction with a Train for Philadelphia. On Wednesdays and Satur-days traine leave Philadelphia at 740 P. M., run ing through to Oxford. The Train leaving Philadelphia at 745 A. M. con-nects at Oxford with a faily flue of Stages for Feach Bottom, in Lancaster county. Returning, leaves Peach Bottom to connect at Oxford with the Attag-moon Train tor Philadelphia. The Train ico Philadelphia. The Train ico Philadelphia. The Train ico Philadelphia. The Train tor Philadelphia. Market Bottom to connect at Oxford with the Attag-moon Train tor Philadelphia. The Train ico Philadelphia. Market Bottom to connect at Oxford with the Attag-moon Train tor Philadelphia.

Rising Sun, Md. Passengers allowed to take wearing apparel only as baggage, and the Company will not in any case be responsible for an amount exceeding one hundred dollars, unless a special contrast be made for the same 5 113 HENRY WOOD General Sno't.

Leave Chemnut Hill 750 A. M. 13'80, 540, and 925 p.M. FUR CONSHOBOCKEN AND NORRISTOWN. Leave Philadelphia 6, 75, 9, and 11 06 A. M. 13'8, 5 85, 65, 800, and 115 P. M. Leave Norristown 540, 7, 7'80, 9, and 11 A. M. 13'8, 3, 45, 63, and 63/2 P. M. DINDAYS. Leave Philadelphia 9 A. M. 2'80 and 7'15 P. M. Leave Norristown 7 A. M. 5'80 and 7'15 P. M. Leave Norristown 7 A. M. 5'80 and 7'15 P. M. Leave Norristown 7 A. M. 5'80 and 7'15 P. M. Leave Norristown 7 A. M. 5'80 and 1156 A. M., 13'8, 3, 632, 58 54, 8'00, and 115 P. M. Leave Philadelphia 6, 7'8, 6 Ana 11'05 A. M., 13'8, 3, 635, 58, 54, 8'90, and 115 P. M. Leave Manayunk 6'16, 7'8, 8'29, 93'8, and 1154 A. M., 2, 35', 6, 6'8, and P. M. N SUNDAYS. Leave Philadelphia 8 A. M. 3'8 and 7M P. M. Leave Manayunk 7'8 A. M. 6 and 95' P. M. W. B. WILSON, General Superintendent A. M. Deput, NINTEM and GRAEEN Streep CAMDEN AND BURLINGTON COUNTY RailBoad. On and sites MONDAY, December 16, 1867. Trains will leave from foot of MARRET Street (upper ferry) for Merchantville. Moorestown, Hartford Makonyille, Halpesport. Mount Holly, Smith ville, Evansville Vincentown, Birmingham, and Pomber-ton, at 10790 A. M. aud 470 P. M. RETURNING. Leave Pemberton at 750 A. M. and 250 P. M. Leave Mount Holly as 746 A. M. and 250 P. M. Leave Mount Holly as 746 A. M. and 250 P. M. Leave Mount Holly as 746 A. M. and 250 P. M. Leave Mount Holly as 746 A. M. and 250 P. M. Leave Mount Holly as 746 A. M. and 250 P. M. Leave Mount Holly as 746 A. M. and 250 P. M. Leave Mount Holly as 746 A. M. and 250 P. M.

for Holmesburg and Intermediate stations, BELVIDERE DELAWARE RAILROAD LINES.

Theserals at the MUSICAL FUND HALL, every SATURDAY, at 35, P. M. Tickets sold at the door, and at all principal Music Stores. Engagements can be made by adoresaing G. BASTERT, No. 1231 MON-TEREFY Street, or at R. WILLIG'S Music Store, No 1421 OHESNUT Street. 10 9 bm At 8 A. M. for Niegars Falls. Buffalo, Dunkirk, Canandaigna, Eimira, Ithaca, Owege, Rociester, Bloghamton, Oswego, Syracuse, Great Bend, Mon, trose, Wilkesbarre, Scranton, Stroudsburg, Water

Gap, etc., etc., At 8 A. M. and 3'80 P. M., for Belvidere, Easton, Lambertville, Flemington, etc. The 3'80 P. M. Line connects direct with the Train leaving Easton for Mauch Chunk, Allentown, Bethle-hem, etc. At 8 P. M. for Lambertville and intermediate sta-tors.

House. The i and 11:30 P. M. Lines leave from Market Street Ferry, upper side. Will leave as follows:-At 11 A. M., via Keusington and Jersey City, New York Express Line. Fare, \$3. At 8 and 11 A. M., 250, 250 and 5 P. M., for Trenton and Hr stol. And at 10:15 A. M. for Bristol. At 8 and 11 A. M., 250 and 5 P. M., for Morris-ville and Tailytown. At 8 and 10:15 A. M., 250 and 5 P. M., for Schenck's and E ddington.

tions. Lines from West Philadelphia Depot, via Connect-ing Raliway. will leave as follows:--At 9'80' A. M., and 1'30, 6'30, and 12 P. M., New York Express Lines. via Jerney City. Jare 53'25. The 9 30 A. M. and 8'30 P. M. Lines will run daily. All

others, Sundays excepted. At \$70 A. M., 170, 630, and 12 P. M. for Trenton. At \$70 A. M. (170, 630, and 12 P. M. for Trenton. At \$70 A. M. 63% and 12 P. M. for Bristol. At 12 P. M. (night), for Morrisville, Tullytown, Schenck's, Eddington, Cornwalls. Torreadale, Holmesburg, Tacony, Wisshoming, Bridesburg, and December 16, 1867. WM. H. GATZMER, Agent,

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 Frankford.
 December 16, 1867.
 WM. H. GATZMER, Agent.

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

 Commencing Monday, September 20, 1867.
 Trains will leave Debot, corner BROAD Street and WAISH-INGTON Avenue, as tollows. 

 Will Be TABLE.
 Commencing Monday, September 20, 1867.

 Will Serve Debot, corner BROAD Street and WAISH-INGTON Avenue, as tollows. 

 Will Serve Debot, corner BROAD Street and WAISH-ing TON Avenue, as tollows. 

 Will Be aver BROAD Street and WAISH-ing TON Avenue, as tollows. 

 Will Serve Debot, corner BROAD Street and WAISH-ing Ton Avenue, Ball of the Willington for cristleid and Intermediate stations.

 Express Train at 12 M. (Bundays excepted), for Bal-timore and Washington, Stopping at Checker, thurtow, Linwood, Claymont, Wilmington, New-port, stanton, Newark, Eikton, Northeast, Charles-town, Fertyville, Havred-4-Grace, Aberdeen, Perty-man's, Edgewood, Magnosia, Chase's, and Stemmer's Re.

 Might Express at 1100 P. M. (daily) for Baltimore and washington. Connects at Wilmington (eatur-onys excepted) with Delaware Baltroad Line, stop-ring ton Second, Salibury, Princess Anne, and co-contolk. Foortamouth, and the South.

 Pasergers for Fortress Mooroe and Norfolk, via Baltimore, will take the 12 M. Train. Via Cristleid wittake the 100 P. M. Train.

 WILMINGTON TRAINS.

 Mumorie, all Istations between Philadelphia and wittake the 100 P. M. Train.

 WILMINGTON TRAINS.

 The vail Istations between Philadelphia and wit

600 F. M. TRASTINGTON AT AND A STANDARD A STANDARD AND A STANDARD AND A STANDARD AND A STANDARD AN

at their residence by the Union Transfer Company.
48 H. F. KENNEY, Superintendent.
PHILADELPHIA, GEBMANTOWN, ANF.
PNORESTOW N RALEROAD.-TIME TABLE.
FOR GERMANTOWN,
Leave Philadelphia 6.7, 8, 905, 10, 11, 12 A. M.; 1, 2, 35, 35, 4, 6, 55, 6, 610, 7, 88, 10, 11, 12 P. M.
Leave Germantown 6, 7, 75, 5, 820, 8, 10, 11, 12 A. M., 1, 2, 8, 53, 53, 4, 65, 7, 6 B. 10, 11, 12 P. M.
The \$30 Down Train, and 35, and 55, Up Trains will not stop on the Germantown Branch.
Leave Philadelphia 9, A. M. 2, 105, P. M.
Leave Gramantown 6, 8, 10, 12 A. M.
Leave Philadelphia 9, A. M. 2, 105, P. M.
Leave Gramantown 5, A. M. 2, 9, 54, 55, 7, 9, and 11 P. M.
Leave Chemout Hill 710, 8, 490, and 11:0 A. M. 140, 8; 40, 546, 546, 546, 7, 9, and 11 P. M.
Leave Philadelphia 6, 8, 10, 12 A. M. 2, 304, 55, 7, 9, and 11 P. M.
Leave Chemout Hill 700 A, M. 1240, 640, and 925
P. M.
FOR CONSHOBCKEN AND NORRISTOWN,