THE DAILY EVENING BULLETIN; PHILADELPHIA TUESDAY, MARCH 22, 1864.

TRAVELING GUIDE.

INSURANCE.

INSURANCE. IFE INSURANCE AND TRUST COMPANY —THE GIRARD LIFE INSURANCE, AN. NUITY andTRUST COMPANY, of Philadelphia. OFFICE, No. 408 CHESTNUT Street. OHARTER PERPETUAL. Gapital, \$300,000-paid in and invested in Bonds and Mortgages. Continue to make Insurance on Lives, grant An-netites and Endowments and make contracts gene-raily, which depend on the contingencies of life. They act as Executors, Administrators, Assignees, Receivers, Committee of Lonatics, Guardians of Minors and Trustees generally, whether committed to their charge by individuals, Courts of Justice or corporate bodies. They give a participation of Profits to the In-sured for life. MANAGEES.

Thomas Ridgway, Bebert Pearsall, John R. Slack, Thomas P. James, Frederick Brown, George Taben, Henry G. Freeman, MEDIOAL EXAMINERS.—Geo. Emerson, M. D., and Samuel Okamberlaine, M. D., attend at the office daily at 12 o' clock noon. Pamplets containing tables of rates and expla-nation of terms of application, and further infor-mation can be had at the office. John F. JAMES, Actuary. HCMAS RIDGWAY, President, JOHN F. JAMES, Actuary. PARY OF PHILADELPHIA.

INCORPORATED 1804-CHARTER PER-

PETUAL, NO. 224 WALNUT street, opposite the Ex-

NO. 224 WALKUT SUCCES OFFICIAL Change. In addition to MARINE and INLAND IN-SURANCE, this Company Insures from loss or damage by FIRE, on liberal terms, on buildings, merchandise, furniture &c., for limited periods, and permanently on buildings, by deposit of premium.

The Company has been in active operation for the period of SIXTY YEARS, during which all losses have been promptly adjusted and paid.

DIRECTORS.			
John L. Hodge,	D. Clark Wharton,		
Adolphan Donion	and the second second		
Adolphus Peries,	Lawrence Lewis, Jr.,		
William McKee,			
	David Lewis,		
M. B. Mahony,	Daniam in Thistory		
m. D. manony,	Benjamin Etting,		
John T Lewis	The second strate of		
DOWN I. LIOWIS	Thomas H. Powers,		
John R. Wilmer,	A TO DE ATTACANT		
	A R. McHenry.		
William S. Grant,	Edmond Castillon.		
The second contraction	Lamona Casanon.		
Robert W. Leaming,			
and the monthly see the second			
TITLE D TITLE	TTTTTTTTTTTTTTTTTTTTTTTTTTTTTTTTTTTTTT		

JOHN R. WUCHERER, President. SAMUEL WILCOX, Secretary THE COUNTY FIRE INSURANCE COM.

The COUNTY FIRE INSURANCE OUR -PANY. OFFICE NO. 110 SOUTH FOURTH STREET, "The Fire Insurance Company of the County of Philadelphia." Incorporated by the Legislature of Pennsylvania in 1839, for indemnity against loss or damage by fire, exclusively. CHARTER PERPETUAL. This old and reliable institution, with ample capital and contingent fund carefully invested, continues to insure buildings, furniture, merchan-dise, &c., either permanently or for a limited time, against loss or damage by fire, at the lowest rates consistent with the absolute safety of its customers. customers. Losses adjusted and paid with all possible de-

spasch.	and with all possible
	CTORS.
Oharles J. Sutter,	Robert V. Massey,
Henry Urilly,	John Horn,
Frederick Schober,	Joseph Moore.
Henry Budd,	George Mecke,
Andrew H. Miller,	James N. Stone.

Andrew H. Miller, James N. Stone. CHARLES J. SUTTER, President. BENJANIN F. HOBORLEY, Sec'y and Treasurer. TEFFERSON FIRE INSURANCE COM-PANY OF PHILADELPHIA.-Office North-east corner of THIRD and BUTTONWOOD streets (late Tammany). Incorporated by the Legislature of Pennsylva-nia. CHARTER PERPETUAL. Capital authorized by law, \$100,000. Make Insurance against Loss or Damage by Fire of Public or Private Build-ings, Furniture, Stocks of Goods and Merchan-dise, on favorable terms. DIEECTORS. George Erety.

George Erety,	Henry Gerker,	
August C. Muller.	Christopher H. Miller.	
John F. Belsterling,	Frederick Staake.	
Henry Troomner,	Jonas Bowman.	
William McDaniel.	Frederick Doll.	
	Jacob Schandler,	
George Blutz, Jr.,	Stephen Smith.	
Samuel	Miller	

GEORGE ERETY, President. GEORGE ERETY, President. JOHN F. BELSTERLING, Vice President. PHILE E. COLEMAN. Secretary. a12-th MERICAN MUTUAL INSURANCE COM-PANY-Office, Farquhar Building, No. 18 Walnut street. MARINE AND INLAND IN-SUBANCES. -Risks taken! on vessels, cargoes and freights to all parts of the world, and on goods on inland transportation on rivers, canals, rall-roads and other conveyances throughout the

-	INSCRANUE.	TRAVELING GUIDE.
Ŷ	CHARTER 1829. PERPETUAL.	The Cauden and Amor and Enlands and
1	1 South and the second se second second sec second second sec	
1.	FRANKLIN	Trenton Railroad Companies' Lines from Phils- delphia to New York and Way Places.
	FIRE INSURANCE COMPANY	FBOM WALNUT STRĚET WHARF, Will leave as follows, viz:
	PHILADE PHIA.	At 6 A. M., via Camden and Amboy, C. and A. Accommodation
L,	FAILADE PHIA.	At 8 A. M., via Camden and Jersey City, Morning Express. 366 At 8 A. M., via Camden and Jersey City, 2d
d	ASSETS	1 10088 110861 0 05 1
) T -	ON JANUARY 1, 1864.	A. Accommodation
L.,	\$2,457 <u>,8</u> 49 95.	A. Express. 36
	CAPITAL, \$400,000 ACCRUED SURPLUS, 971,000	modation (Freight and Passenger) 75
	INVESTED PREMIUMS, 1,086,288	modation (Freight and Besson gon) lat
	UNSETTLED GLAIMS, INCOME FOR 1864.	
•	. \$8,416. \$300,000. LOSS PAID SINCE 1829,	2d Class do
1	\$5,000,000.	
5	PERPETUAL AND TEMPORARY POLICIES ON LIBERAL TERMS.	2d Olas do
		Let Monte, Easton, Lambertville, Flemington.
	DIRECTORS. Charles N. Bancker, & Isaac Lea, Tobias Wagner, Edward C. Dale,	For Mount Holly, Evansville and Pemberton, at 6 A. M., 2 and 4% P. M. For Freehold, at 6 A. M. and 2 P. M.
	Lawara U. Dale.	I FOR Falmyra, Riverton, Delanco, Reverly, Bur-
	Samuel Grant, Jacob R. Smith, George W. Richards, George W. Richards, Fras. W. Lewis, M. D.	lington, Florence, Bordentown, &c., at 6 A. M., 12 M., 1, 3 and 4% P. M. The 3 and 4% P. M. Lines run direct through to Trenton.
-	EDWARD O. DALE, Vice-President.	
	JAB. W. MCALLISTER, Sec. Pro Tem. mh12tde?6	LINES FROM KENSINGTON DEPOT
r	I LJ KANCE CUMPANY	At 1.50 A. M., (Night) via Kensington and Jersey
l, i,	1835. OFFICE S E Corner THIPD and WAR	At 11.15 A. M., via Kensington and Jersev
ſ	NUT Streets, Philadelphia. MARINE INSURANCE ON VESSELS, 1	At 4.30 P. M., via Kensington and Jersey
r	ON VESSELS, OARGO, FREIGHT,	City, Express. 369 At 6.45 P. M via Kensington and Jersey (ity, Washington and New York Express 360
E.	INLAND INSURANCES	1 SUDUAV LATES JEAVE AL 1.50 A M. and 6.45 P. I
	riage, to all parts of the Union.	m. There will be no line at 1.50 A. M. (Night) on Mondays.
	FIRE INSURANCES On Merchandise generally, Or Store, Dwolling Housen to	For Water Gap, Strondsburg, Scranton, Wilkes- barre, Montrose, Great Bend, Mauch Chunk, Al-
	On Stores, Dwelling Houses, &c. ASSETS OF THE COMPANY.	lentown, Bethlehem, Belvidere, Easton, Lam- bertville, Flemington, &c., at 7 A. M. This Line
•	NOVEMBER 1, 1863 \$100,000 United States 5 per cent Loan \$97,066 66	connects with the Train leaving Easton for Mauch Chunk at 3.30 P. M.
	20,000 (4 6 per ct Loan 5-20s 75,000 06 20,000 (4 10 10 10 00)	For Bristol, Trenton, &c., at 7 and 11.15 A. M. and 3 and 5 P. M.
	50,000 44 7 3-10 pr ct Tr Nts 53,250 06 100,000 51,000 51 Penna. 5 per cent Loan 100,997 58 54,000 44 per cent 44 57,880 00	For Holmesburg, Tacony, Wissinoning, Brides- burg and Frankford, at 9 A. M., 5, 5.45 and 8 P.
•	124 HOU POILBORIDGIR LUCT STOP of Loop 100 OK 00	M. For New York, and Way lines leaving Ken-
2	36,000 State of Tennesses 5 per ct Loan 15,000 06	sington Depot, take the cars on Fifth street, above
	50,000 Pennsylvania Railroad second	Walnut, half an hour before departure. The Care ran into the Depot, and on arrival of each Train.
1	mortgage 6- per cent. bonds 53,259 15,000 300 shares stock Germantown	Fint pounds of baggage only, allowed each Pas-
	Gas Company, principal and interest guarantied by the city	Fifty pounds of baggage only, allowed each Pas- senger. Passengers are prohibited from taking anything as baggage but their wearing apparel.
	5,000 100 shares Stock Pennsylvania	All baggage over fifty pounds to be paid for extra. The Company limit their responsibility for baggage
	5,000 100 shares Stock North Penn-	to One Dollar per pound, and will not be liable for any amount beyond \$100, except by special contract.
'	sylvania Railroad Company 2,650 21,000 United States Treasury Certi-	deliver baggage to the Depots. Orders to be left at
•	123,700 Loans on Bonds and Mort-	Jan. 20, '64 WM. H. GATZMER, Agent.
	gage, amply secured 123,700	LINES FROM NEW YORK FOR PHILADEL- PHIA, WILL LEAVE
	\$791, 750 par. cost, \$768, 737 12market value	via Jersey City and Camden; at 7, 10 A. M.,
	Bills Receivable for insurances 36, 363 35	6, F. M. and 12 (Night) via Jersey City and Kensington.
	made	From foot of Barclay street, at 6 A. M., and 2 P. M., via Amboy and Camden. From Pier No. 1, North River, at 12 M., 4 and 8
	miums on Marine Policies, accrued interest, and other	F. m., (Freight and Passengers) Amboy land
	Scrip and Stock of sundry In-	Camden.
	nies, \$5,803. Estimated value 3,905 es	PHILADELPHIA, WIL- MINGTON AND BALTIMORE
	Uash, on deposit with United States Gov-	BAILROAD. CHANGE OF HOURS. On and after WEDNESDAY, January 20, 1964,
	ernment, subject to ten days' call	Passenger trains leave Philadelphia for
	Oash, in Banks 38,558 39 Oash, in drawer 200 89	Baltimore at 4.30 A. M. (Express, Mondays ex- cepted), 8.05, 12.00, A. M., 2.30 and 11.30 P. M. Chester at 8.05, 1.15, 2.30, 3.50 and 11.00 P. M.
	118,789 19	Chester at 8.05, 1.15, 2.30, 3.50 and 11.00 P. M., Wilmington at 4.30, (Mondays excepted), 8.65. 1.15, 2.30, 3.50 and 11 P. M.
	DIRECTORS: \$1,089,425 52	New Castle at 8.05 A. M. and 3.50 P. M.
	John C. Davis, Robert Burton	Dover at 8.05 A. M. and 3.50 P. M. Milford at 8.05 A. M.
	Edmund A. Souder, Samuel E. Stokes,	Salisbury at 8.05 A. M. TRAINS FOR PHILADELPHIA
	John R. Fenrose, Henry Sloan, James Traquair, William G. Boulton, Henry C. Dallett, Jr., Edward Darlington, James C. Hand, H. Jones Brooke,	Leave Baltimore at 8.35 A. M., 9.10. A. M. (Express), 12.45. 7, 10 and 9.35 P. M.
	Henry C. Dallett, Jr., Edward Darlington, James C. Hand, H. Jones Brooke,	M., 4.20, 6.30, 11,051P. M.
1	Witham C. Ludwig, James B. M. Farland.	Milford at 2.35 P. M.
I	Joseph R. Seal, Dr. R. M. Huston, George G. Leiper, John B. Semple, Pitta'he	New Castle at 8 30 A. M. and 5 55 P. M.
	George G. Leiper, John B. Semple, Pitts' bg Hugh Craig, A. B. Berger, '' JOHN C. DAVIS, Vice President, JOHN C. DAVIS, Vice President, HENEY, LYLENER, Scompary	11 40 P. M.
	JOHN C. DAVIS, Vice President. HENRY LYLBURN, Secretary. fiaid-stuth	Leave Baltimore for Salisbury and intermediate

INSURANCE.

TRAVELING GUIDE. 1584. ARRANGEMENTS OF NEW YORK LINES. 1864 te Camden and Ambey and Philadelphia and tion Railroad Companies' Lines from Phila-hia to New York and Way Places. FROM WALNUT STREET WHARF, Il leave as follows, viz: BEADING BAILBOAD GREAT TRUNK LIN OF PHILADELPHIA TO THE INTERIOA OF PENNSYLVANIA, THE SCHUYL-KILL, SUSQUEHANNA, OUMBER-LAND AND WYOMING VAL-LEYS, OETH. NORTHWATHE

LAND AND WYOMING VAL-LEYS. THE AORTH, NORTHWEST AND THE OANAPAS PASSENGER TRAINS Leave the Company's Depot. THIRTEENT and CALLOWHILL streets, Philadelphia, at the 'ollowing hours: MOENING MAIL, At 8. 15 A. M., for Reading, Lebanon, Harris-purg, Pottsville, Pinegrove, Tamagua, Sumbury, Williamsport, Elmira, Rochester, Niagara Falls, Suffalo, Allentown, Wilkesbarre, Pittsten, York, Uarlisle, Chambersburg, Hagerstown, &c., &c. This train connects at READING with the East Pennsylvania Railroad trains for Allentown, &c., and with the Lebanon Valley train for Harrisburg, to zi at PORT CLINTON with Oatawissa Bail-coad trains for Wilkesbarre, Williamspor', Look Haven, Elmira, &c.; at HARRISBURG with Northern Central, Oumberland, Valley, and 'ohnylkill and Susquekanna trains, for Northum-periand, Williamsport, York, Ohambersburg, Pinegrove, &c. AFTERNOON EXPRESS. Leaves Philadelphia at 3.30 P. M. for Reading, Pottsville, Pinegrove, Harrisburg, &c., connect-ing at Harrisburg, &c., Northern Central Railroad trains for Milton, Williamsport, Elmira, Buffalo, &c. READING ACCOMMODATION. Leaves Reading at 6. 30A. M., stopping at all way etations; arrives in Philadelphia at 9.25 A. M. Read Drain for Milton, Williamsport, Elmira, Buffalo, &c. READING ACCOMMODATION. Leaves Reading at 7.25 P. M. Trans for Philadelphia at 9.25 A. M. Returning. leaves Philadelphia at 9.25 A. M. Returning, at 0.00 P. M. Market trains, with a Passenger car attached, way stations; leaves Reading at 12 Noon, and idowningtown at 12.20 P. M. for Pheading and all the above trains in Adily, Sundays excepted. Sunday trains leave Pottsville at 7.30 A. M., M.

and 5 P. In. Holmesburg, Tacony, Wissinoning, Brides-and Frankford, at 9 A. M., 5, 5.45 and 8 P.

way stations; leaves Reading at 12 Noon, and Downingtown at 12.2^A P. M. for Philadelphia and 21 way stations.
All the above trains: in daily, Sundays excepted. Sunday trains leave Poitsville at 7.30 A. M., und Philadelphia at 3.15 P. M. GHESTER VALLEY RAILROAD.
Passengers for Downingtown and intermediate points take the 8.15 A. M. and 4.30 P. M. trains from Philadelphia, returning from Dewningtown at 7.65 A. M. and 12.30 Noon.
MEW YORK EXPRESS, FOR PITTSBURGH AND THE WEST.
Leaves New York at 7 P. M., passing Reading at 12 minght, and connecting at Harrisburg with Pennsylvania Express Train for Pittsburgh, arriving at New York at 45 P. M. Sleeping Car accompanying these trains through between Jersey City and Pittsburgh, whoat charge.
Mall trains for New York leave Harrisburg at 8 A. M. and 2 P. M. Mail trains for Harrisburg at 8 A. M. and 2 P. M. Mail trains for Harrisburg at 8 A. M. and 2 P. M. Mail trains for Harrisburg at 8 A. M. and 2 P. M. Mail trains for Harrisburg at 8 A. M. and 2 P. M. Mail trains for Harrisburg at 8 A. M. and 2 P. M. Mail trains for Pennsylvania for New York leave Harrisburg at 8 A. M. and 2 P. M. Mail trains for Harrisburg at 8 A. M. and 2 P. M. Mail trains for Pennsylvania for New York leave Harrisburg at 8 A. M. and 2 P. M. Mail trains for Pennsylvania for New York leave Harrisburg at 8 A. M. and 2 P. M. Mail trains for Pennsylvania for New York leave Harrisburg at 8 A. M. and 2 P. M. Mail trains for Harrisburg at 8 A. M. and 2 P. M. Mail trains for Pinegrove at 8.50 P. M. for Pinegrove only ; returning from Harrisburg at 7.10 A. M. and 1.20 and 7.19 P. M. for Pinegrove only ; returning from Harrisburg at 7.30 P. M. for Pinegrove only ; returning from Harrisburg at 7.30 P. M. for Pinegrove only ; returning from Harrisburg at 7.30 P. M. and trains for Pinegrove at 8.15 A. M. and 4 and 5 P. M.

ington. i foot of Barclay street, at 6 A. M., and 9 P. via Amboy and Camden. i Pier No. 1, North River, at 12 M., 4 and 8 M., (Freight and Passengers) Amboy jand

TICKETS. Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canadas. The following tickets are obtainable only at the (uffice of S. Bradford, Treasurer, No. 227 South Fourth street, Philadelphia, or of G. A. Nicolls, General Superintendent, Reading. OUMMUTATION TICKETS. At 25 per cent. discount between any points de-

General Superintendent, Reading. OOMM UTATION TIOKETS, At 25 per cent. discount between any points de-dered for families and tirms. MILEAGE TIOKETS, Good for 2,000 miles, between all points, at \$45 35 sach, for families and tirms. SEASON TIOKETS, For three, six, nume or twelve months, for holder only, to all points, at reduced rates. DLERGYMEN Residing on the line of the Road will be fur-nished with cards, entiting themselves and wives to tickets at half-fare. EXOURSION TIOKETS, From Philadelphia to principal stations, good for Saturday, Sunday and Monday, at reduced fare, to be had only at the Ticket Office at Thir-isenth and Callowhill streets. Goods of all descriptions forwarded to all the

TRAVELING GUIDE. TRAVELING GUIDE. WEST JERSEY RAILROAD Mencing, FRIDAY, Jan. 1, 1864. "FROM WALNUT STREET WHARF. For Cape May at 9 A. M. Returning at 6 A. M. For Milleville, &c., at 9 A. M. and 3 P. M. Be-turning at 6.30 A. M. and 10 P. M. For Bridgeton, &c., at 9 A. M. and 4 P. M. Re-turning at 6.30 A. M. and 130 P. M. For Salem, &c., at 9 A. M. and 10 P. M. Soturning at 4 and 8 A. M. and 110 P. M. For ... M. Returning at 7.00, 7.48, 9.38 A. M. and 2 45 P. M. J. VAN BENSSELAER, Superintendent. SALEM RAILBOAD

SALEM RAILROAD. SALEM RAILROAD. Eunning 1m of trains, commencing FRIDAY, Jan. 1, 1864. From Walnut Street Wharf at 9 A. M. and 3 and 4 P. M. Freight 12 M. Returning, leave Salem at 4 and 8 A. M. and 1.10 P. M. Freight daily each way. Apply to MORTON MILLS, Agent, 2d Covered Pier above Walnutst. J. VAN BENSSELAER, Superintendent.

OAPE MAY AND MILLYILLE BAILROAD. Running time of trains, commencing FRIDAY, Jan. 1, 1864, from Wainut Street Wharf. For Cape Island, Court House, Dennisville, Tuckahoe, Port Elizabeth, and by connecting lines of stages to all parts of Cape May county, at 9 A. M. Returning, leave Cape Island at 6 A. M. Due in Philadeiphia at 10.15 A. M. Freight sent or brought daily. Apply to MOR-TON MILLS, Agent, 2d covered Pier above Wal-nut street.

nut street. no 12 J. VAN RENSSELAER, Sup't.

PHILADELPHIA AND BALTIMORE CENTRAL

RAILEOAD. WINTEE ARRANGEMENT. On and after Monday, Dec. 7th, 1863, the Traina wHI leave Philadelphia from the DEPOT of the W. C. & P. R. R. Co., NOBTHEAST CORNER OF EIGHTEENTH AND MARKET STREETS. at 8.00 A. M. and 4.00 P. M. Retarning, leave Uxford at 7.00 A. M., and 3.19 P. M.

P. M. The Train leaving Philadelphia at 8.00 A. M. connects at Oxford with a line of Stages for Peach Bottom, in Lancaster County, returning, leaves Peach Bottom to connect with the afternoon Train for Philadelphia. HENRY WOOD, eal4 Superintendent.

ELECTRICITY .-

WHAT IS LIFE WITHOUT HEALTH.

MEDIUAL.

Diabetes Fever and Ague. Prolapsus Uteri (Falling of the Womb). Congestion. Asthma.

Prolapsus Ani (or Piles) Nocturnal Emissions, &c., &c. Deafness. Dyspepsia. Rheumatism. Bronchitts. Infuenza and Catarrh.

No charge for consultation, Office hours from 9 A. M. to 6 P. M. Testimonials to be seen at the office. de2-6ms OPAL DENTALLINA.

OPAL DENTALLINA. A superior article for cleaning the Testh, de-stroying animalcules which infest them, giving tone to the gums, and leaving a feeling of fra-grance and perfect cleaniness in the mouth. If may be used daily, and will be found to strengthen weak and bleeding gums, while the aroma and de-tersiveness will recommend it to every one. He-ing composed with the assistance of the Dentist, Physician, and Microscopist, it is confidently offered as a RELIABLE substitute for the unor-tain Washes formerly in vogue. Eminent Dentists, acquainted with the constita-ents of the DENTALLINA, advocate its unrestrained em-ployment. Made only by JAMES T. SHINN, Apothecary. BEOAD and SPEUCE Stress For sale by Druggists generally, and Fred. Brown, Hassand & Co., G. R. Keeny, G. H. Needles, T. J. Husband, T. J. Husband, T. J. Husband, Multim B. Webb, Henry A. Bower, With the Brown of the Constite, With the stress of the Dentist, Tumes L. Bispham, Hones the stress of the Dentist, Tumes L. Bispham, Hones the stress of the Dentist, Tumes L. Bispham, Hones the stress of the Stress Tumes Combe, H. O. Blair, Wyeth & Bro. TUMELLE'S COMPOUND SYRUP OF

SHIPPING.

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 pool and Queenscown, \$30. Those who wish to send for their friends can buy tickets here at these rates.
 For further informatica, apply at the Company's Offices. JOHN G. DALE, Agent, Mills
 BESTON AND PHILADELPHIA
 BESTON AND PHILADELPHIA
 STEAMSHIP LINE-Saling from each port on Saturday. From first wharf above Pine street, Philadelphia, at Long wharf, Boston, on Saturday. March 26, 1664.
 The steamship NORMAN, Captain Baker, will sail from Philadelphia for Boston on Saturday. March 26th, at 10 o'clock, A. M., and steamship. SAXON, Captain Matthews, from Boston for Philadelphia on Saturday, March 26th, at 4 P. M.
 These new and substantial Steamships form a regular line, sailing from each port punctually on Saturdays. sturdays. Insurance at one-half the premium charged by

Staurdays. Insurance at one-half the prominm charged by sail vessels. Freight taken at fair rates. Shippers are requested to send slip receipts and bills of lading with their goods. For freight or passage, naving fine accommods-tions, apply to HENRY WINSOR & CO., 322 South Delaware arenus. FOR ALEXANDRIA: GEORGE-TOWN and WASHINGTON-Hand's Steamer Line, via Canal-Every Wednesday at 18 M., and every Saturday at 8 A.M. Steamer L.EADER, Captain Callahan. Steamer E. SEYMOUR, Captain Bristow. Steamer E. CHAMBERLIN, Captain Stewert. These steamers form a semi-weekly line between Philadeiphia and the above ports, sailing regularly as advertised, and carrying freight lower than by any other route. Freights received every day-med bills of lading given. Apply to THOMAS WEBSTER, 14 North Wharves. Steamer F. OR NEW YORK.-DESPATOR

WEBSTER, 14 North Wharves. self-ti WEBSTER, 14 North Wharves. self-ti FOR NEW YORK. --DESPATCH and SWIFT-SURE LINES.-Via Dela-ware and Raritan Canal. -The steamers of these lines are leaving daily at 12 o'clock, M., and o'clock, P. M., from third Pler above Walnut st. For freight, which will be taken on accommo-dating terms, apply to WILLIAM M. BAIRD & CO., 12 South Delaware avenue. FOR NEW YORK.-New Daily Line -Via Delaware and Raritan Canal.-Philadelphis and New York Express Steamboat Company will receive freight and leave daily at 3 P. M., delivering their cargoes in New York the following days. Freight taken at reasonable rates. JAMES HAND, Agent, 1725-ti FOR SAN FRANCISCO.

 jy25-ti
 Piers 14 and 15 East River, M. Y.

 FOB SAN FRANCISOO.

 COLEMAN'S OALLFORNIA LINE.

 SAILING REGULARLY AS ADVERTISED.

 The A 1 Extreme Oilpper Ship

 W12ARD KING

 Ls now rapidly loading at pier 11. East River.

 This beautiful clipper comes to her berth

 Wita a large portion of her eargo on board,

 and having large engagements will fill rapidly.

 We commend the W12ABD KING to all ship

 pers to San Francisco as the most desirable vessel

 now loading, and invite inspection.

 Shippers will confer a rayor by sending their

 freight immediately alongside.

 BISHOP, SON & OO.,

 tf

 FOR LIVERPOOL- With Quick Dispatch

tf 105 Arch street, above Front, FOR LIVERPOOL.-With Quick Dispatch WILLIAMS, Hatfield, master, having the bulk of her carge engaged, will sall soon. For balance of freight, apply to PETER WRIGHT & SONS, 115 Walnut street. mhil.tf Cas PETROLEUM FREIGHT FOR LIV-ERPOOL.-The fine Bremen bark PAUL-ERPOOL.-The fine Bremen bark PAUL-KNE, Osterloh, master, will have quick dispatch. For balance of freight, ap ly to PETER WRIGHT & SONS, 115 Walnut street. mh21-tf

Wharves. mhis FOR BOSTON-Express Line-The fine packet bark ST. JAMES, Osptain Wayne, is now receiving freight at the second wharf above Vine street, and will sail for the above port with prempt dispatch. For freight, apply to DAVID COOPER, 18 North Wharves. mhis

COOPER, 18 North Wharves. mh16 FOR FREIGHT OR CHARTER. The back KATL STAMLER, Orawford, master, 5,500 bbls.capacity; brig NELLIE MOWE, Pike, master, 2,2:0 bbls. capacity; schr. OAMILLA, Appleby, master, 1,600 bbls. capacity; British schr. ANVIL, Pine, master, 1,200 barrels cspa-city; schr. VELMA, Stanwood, master, 1,800 bbls. capacity. For terms, apply to E. A. SOU-bbls. capacity. Enverse whard. mh19.3t ACMING SUPPLY EN

DER & CO., Dock street wharf. mh19 3t JOHN SHINDLER & SONS, SAIL-MAKERS, NO. 244 North WARVES, below Vine street, Philadelphia. All work done in the best manner and on the lowest and most favorable terms, and warranted to give perfect satisfaction. mb15-ti Particular attention given to repairing.

CONSIGNEES WANTED-18 boxes lemons, marked L, per schooner C. E. ELMER, Captain Mason, from New York. Consignees please send for the same, now stored by me, pay freight charges, and oblige DAVID COOPER, 16 North Wharves. mh19-5t

18 North Wharves. mh19-5t ONSIGNEES WANTED-1 bundle Chamois Skins, per schooner O. E. ELMER, Captain Mason, from New York, marked Simes & Banes. Consignees please send for the same, now stored by me, pay freight charges, and oblige DAVID COOPER. 15 North Wharves. mh19-5t

CONSIGNEES' NOTICE.—The schooner L. A. JOHNSON, from New York, is now dis-charging cargo at Callowhill street wharf. Con-signees will please send for their goods, and oblige J. E. BAZLEY & CO., 122 South Wharves. 19-58

THE CONSIGNEE of 1 barrel Sugar, ½ barrel Molasses, 1 box Pecan Nuts, per brig AL-FRED, from New Orleans, marked Mrs. Eliza-beth Lear, care of George Curtz, will please call for the same at BISHCP, SON & CO.'S, 105 Arch street.

NITS National Control of the series of the

TOBACCO AND SEGARS.

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FOR ST. JOHN, N. B.-The British apply to E. A. SOUDER & CO., Dock street wharf. mh21-3t

WHAT IS LIFE WITHOUT HEALTH. Messrs. GRIM and ALLEN, formerly associated with Professor Bolles and Galloway, having dissolved partnership, the practice will be continued by THOS. ALLEN, at the old established office, No. 723 North TENTH Street, between Coates and Brown where he will still treat and cure all curable diseases (whether a shock or any pain,) with the various modifica-tions of Electricity and Galvanism. This treat-ment has been found remarkably successful in all cases of Bronchitis, Diphtheria, and other diseases of the throat and respiratory organs. A few of the diseases in which successful cures have been made are mentioned below. Consumption, first and General Debility. second stages. Neuralysis. Neuralgis. Neuralgis. Neuralgis.

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TONIC ALE. -Jordan's Tonic Ale, warranted pure and free from dregs, brewed expressly for invalids and tamily use. Philadelphia Ales constantly on hand, and bottled only for family use; delivered free to all parts of the city. English and Scotch Ales; also, Brown Stout, on hand at brated Vineyards, by the dozen or gallon. P. J. JORDAN, 220 PEAR street, below Third an Walnut and Dock streets. mh19

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GET YOUR STAMPING. BBAIDING, EM BROIDEBY and Tambouring done at CAMERON'S, 225 North EIGHTH street and 508 South SIXTH street.

Ladges' under-clothing in stock and made to

11 40 P. M. Leave Baltimore for Salisbury and intermediate stations at 7 10. Leave Baltimore for Dover and intermediate

Leave Wilmington at 5 35, 9 25 A. M., and 365

Freight Trains with Passenger Oar attached, will run as follows: Leave Philadelphia for Perryville and interme-Leave Philadelphia for Perryville and interme-diate places at 540 P. M. Leave Wilmington for Perryville and interme-diate places at 720 P. M. Leave Baltimore for Philadelphia, 345 P. M. Leave Wilmington for Philadelphia, 345 P. M. SUNDAYS: Only at 430 A. M., 1136 P. M. from Philadelphia to Baltimore. From Philadelphia to Wilmington at 436 A. M., 11 P. M. From Wilmington to Philadelphia at 6.30 P. M. Only at 9 35 P M. from Baltimore to Philadelphia.

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NORTH PENNSYLVANIA NORTH PENNSYLVANIA DOYLESTOWN, MAUCH CHUNK, HAZLE-TON, EASTON, WILLIAMSPORT, &co. WINTER ARRANGEMENTS. THREE THROUGH TRAINS. On and atter MONDAY, Nov. 16, 1863, Passen-ger Traias will leave the NEW DEPOT, THIRD Street, above Thompson street, Philadelphia, dailt, (Sxndays excepted) ag follows: At 7 A. M. (Express) for Bethlehem, Allentown, Mauch Chruk, Hazleton, Williamsport. The 7 A. M. train makes close connection with the Lehigh Valley Railroad, at Bethlehem, being in the Lehigh coal region. At 3.15 P. M. (Express) for Bethlehem, Eas-ton, &c.

This train reaches Easton at 6.40 P. M., and makes close connection with the New Jersey Cen-tral for New York. At 5.15 P. M. for Bethlehem, Allentown, Mauch

Chunk. For Doylestown at 9.15 A. M. and 4.15 P. M. For Fort Washington at 10.15 A. M. and 6.15

P. M. White cars of Second and Third street line Date Passenger Cars, run directly to the new depot. City Passenger Cars, run directly to the new depot. TRAINS FOR PHILADELPHIA. Leave Bethlehem at 6.30 A. M., 9.30 A. M. and 5.07 P. M.

Leave Doylestown at 6.30 A. M. and 3.40 P. M. Leave Fort Washington at 6.40 A. M. and 3 P. M

Philadelphia for Doylestown at 10 A. M. and 4. 15 Doylestown for Philadelphia at 7.30 A. M. and

te Bethlehem 81 50

to secure the above rates of tare. ap18 ELLIS OLARK, Agent.

WEST CHESTER AND PHI LADELPHIA _ RAILROAD, WINTER ARRANGEMENT. On and Afrer MONDAY, December 7th, 1863, the Trains will leave Philadelphia, from the De-pot, N. E. corner of EIGHTEENTH and MARKET streets, at 8.00 and 10.45 A. M., and at 2.00 and 6.00 P. M. Trains leave the corner of Thirty-first and Market streets (West Philadelphia) 17 minutes after the starting time from Eightoenth and Market streets. AFreight Train, with Passenger Oar attached, A Freight Train, with Passenger Oar attached, will leave the corner of THIRTY-FIRST and MARKET streets (West Philadelphia), at 6.30

P. M. Trains leave West Chester at 6.40, 8.20 and 10.35 A. M., and at 1.25 and 4.36 P. M. ON SUNDAYS, Leave Philadelphia, at 8.00 A. M. and 2.06 P. M. "West Chester, at 7 50 A. M. and 4.00 P. M. The Trains leaving Philadelphia at 8.00 A. M., and 4.00 P. M., connect at Penneiton with Trains on the Philadelphia and Baltimore Central Rail-road, for Concord, Kennett, Oxford, &c., &c. HENRY WOOD. Superintendent.

PHILADELPHIA AND EL-PHILADELPHIA AND EL-MIRA RAILROAD LINE. 1863. FALL AND WINTER ARRANGEMEENT. For Williamsport, Scranton, Elmira, Buffalo, Niagara Falis, and all points in the West and Northwest. Passenger Trains leave the Depot of Philadelphia and Reading Railroad, cor. BROAD and CALLOWHILL streets, at 8.15 A. M. and 3.30 P. M. dally, except Sundays. QUIOKEST ROUTEfrom Philadelphia to points in Northern and Western Penns ylvania, Western New York, &c., &c. Baggagechecked through to Buffalo, Niagara Falis, or intemediate points. For further information apply to DOHN S. ULL. 155. Computer

ther information apply to JOHN S. BILLES, General Agent, Thirteenth and Callowhill streets, and office N. W. cor, Sixth and Chestnut.

FREIGHT. Goods of all descriptions forwarded to all the shove points from the Company's New Freight Depot Broad and Willow streets. FREIGHT TRAINS Leave Philadelphia daily at 6 A. M., 1 P. M., and 6 P. M., for Reading Lebanon, Harrisburg, Pottaville, Port Clinton, and all points beyond. MAILS Close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal Stations only at 2.15 P. M.

GERMANTOWN AND NOE-TOWN RAILROAD. TIME TABLE. On and after December 7th, 1563. Until further notice. FOR GERMANTOWN. Leave Philadelphia...6, 7, 8, 9, 10, 11, 12, A. M.; 1, 2, 3, 10, 4, 5, 6, 7, 8, 9, 10, 11 and 12 P. M. Leave Germantown...6, 7, 7%, 8, 8, 20, 9, 16, 11, 12 A. M.; 1, 2, 3, 4, 5, 6, 6%, 7, 8, 9, 10 and 11 P. M.

M. The 8.20 down train will not stop after

M. The 8.20 down train will not stop after laving Germantown. ON SUNDAYS.
Leave Philadelphia.-9.10 A. M.; 2, 7, 16% P. M.
Leave Germantown.-8.10 A. M.; 1, 6, 9% P. M.
CHESTNUT HILL RAILROAD.
Leave Philadelphia.-6, 8, 10, 12 A. M., 2, 3%, 5%, 7, 9 and 11 P. M.
Leave Obestnut Hill.-7.10, 8, 9.46, 11.46 A. 'M.
1.40, 3.40, 5.40, 6.40, 8.40 and 10.40 P. M.
The 3% and 5% up trains do not stop on German-town Branch.
ON SUNDAYS.
Leave Ohestnut Hill.-7.50 A. M.; 12.40, 5.40 and 9.25 P. M.
FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Norristown.-6, 7, 7.50, 9, 11 A. M.; 1%, 3, 4%, 6.05, 8.05, and 11% P. M.
Leave Norristown.-6, 7, 7.50, 9, 11 A. M.; 1%, 4% and 6, P. M.
ON SUNDAYS.
Leave Norristown.-7% A. M.; 5 P. M.
Leave Philadelphia.-9, A. M.; 5 P. M.
Leave Norristown.-7% A. M.; 5 P. M.
Leave Philadelphia.-6, 6%, 11.05 A. M.; 1%, 3, 4%, 6.05, 8.05, and 11% P. M.
Leave Morristown.-7% A. M.; 5 P. M.
Leave Norristown.-7% A. M.; 5 P. M.
Leave Morristown.-7% A. M.; 5 P. M.
Leave Morristown.-7% A. M.; 5 P. M.
Leave Manayunk.-6%, 7%, 8.20, 9%, 11% A. M. ' 4%, 6.05, 8.05, and 11% P. M.
Leave Manayunk.-6%, 7%, 8.20, 9%, 11% A. M. ' 4%, 605, 8.05, and 11% P. M.

1863. PHILADELPHIA AND ERIE RAILROAD. 1863. This great line traverses the Northern and Northwest counties of Pennsylvania to the city or Erie, on Lake Erie. It has been leased by the Pennsylvania Railroad

Company, and under their suspices is being rap-idly opened throughout its entire length. It is now in use for Passenger and Freight busi-ness from Harrisburg to Emporium, (185 miles,) on the Eastern Division, and from Shefiteld to Eric (78 miles) on the Western Division.

DIVISION. TIME OF PASSENGER TRAIN AT PHILADELPHIA-LEAVE WESTWARD.

farket streets. And for Freight business of the Company's

Agents: S. B. Kingston, Jr., Cor. Thirteenth and Mar-ist ists., Philadelphia. J. W. Reynolds, Erie. J. M. Drill, Agent N. C. R. B. Baltimore. H. H. HOUSTON, General Freight Agent, Philadelphia. LEWIS L. HOUPT, General Fieldet Agent, Philadelphia.

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mbs

OFFICE OF THE ADAMS EXPRESS COMPANY, 320 NUTSTREET, PHILADELPHIA, JADUARY

OTESTNUT STREET, PHILADELPHIA, January 17th, 1862. The Adams Express Company having enlarged their facilities at Washington, D. C., by building a Bairoad depot, and having acquired additional capacity for traneportation, are now prepared to forward Heavy Express freights, Packages and Parcels, to Washington, Georgetown, Alexandria, Annapelis, Frederick, Adamstown, Fortress Monroe, and other places South, occupied by the army, at greatly reduced rates. -Special agreements made for merchandize in iarge lots. Sutilers' goods and army supplies at satisfactory prices, on application at eur office. Soldiers' parcels taken at much less than our usual rates. contractor. Security for the fulfilment of centract will be required, and each proposal must name the amount and character of security that will be ffered. JOHN C. ORESSON, Engineer in Chief.

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Heavy and bulky packages received and recelpted for SROAD an JOHN BINGHAM. Superintendent.

whart. mh21.3t mh21.3t DEN, Captain Reed, having the bulk of her cargo engaged, will have quick dispatch. For balance of freight, apply to WORKMAN & CO. 123 Walnut street. mh19 FOR NEW ORLEANS-Eagle Line-The bark SAXONVILLE, at Shippen street whan f, will complete her loading shortly. Ship-pers will please send their goods down to the ves-sel and their bills of lading to the counting house for signature. J. E. BAZLEY & CO., 123 South Wharves. mh18 Henry A. Bower, Wysth & Bro. JUMELLE'S COMPOUND SYRUP OF DOCK.-We often hear it repeated by those who have nsed JUMELLE'S COMPOUND SYRUP OF DOCK, that among all the thousand remedies offered to the public, there is none of them so salutary as a cough medicine, so potent as an in-vigorator, so effectual as a purifying specific, and so shooting and restorative in cases of physical de-bility, nervous irritation and a general sinking or a prostration of the system. For sale by the proprietor, F. JUMELLE, No. 1525 Market street, and by all Druggists. [fei-3ma) TOUKSON'S BEONGUEAL TAULTERS

Biblink at street, and by all Druggists. [1e4-3m] HOLGSON'S BRONUHIAL TABLETS ARB found to be an indispensable requisite in the irreatment of Bronchitis, Catarrh, Hoarsness, and similar complaints affecting the organs of the voice; particularly recommended by public speak-srs, singers, and amateurs. Prepared, wholesale and retail, by LANCASTER & WILLS. E These Lozenges are a self a Lozenges. -These Lozences are a safe and speedy cure for Diphtheria, Coughs, Sore Throat, Hoarseness and Bronchial Affections generally. Try them. THOMAS ESTLACK, Jr., Druggist, S. W., cor. of Eighteenth and Market siz., Phila. ja25-3mo of Eighteenin and market sis., Faha. [a23-3my TAYLOR'S ARNICA OIL OR EMBROOA. TION.—A reliable article. Positively cures Rheumatism, Neuralgia and Sprans, Frosted Feet, Chillblains, Pains in the Limbs, Chest, Side Back. For sale by the Proprietor, H. B. TAY-LOR, Tenth and Callowhill streets. Price, 25 cents. fe22-3m*

JUST RECEIVED BY LATE IMPORTA tion, Hennessey's fine Old Brandy, expressly for medicinal use. LANCASTER & WILLS, Pharmaceutists, N E. corner ARCH and TENTH Sts., Phila. se25

PROPOSALS.

Engineer in Chief.

161.3m

WATCHES. E. HOWARD & CO.'S FIRST-OLASS AMERICAN WATCHES,

MERSHON'S PATENT REGULATOR,

CARRIAGE MAKERS, J. LEITENDERGER & SON 67 PINE STREET.

sold by the principal watchmakers. mh5-1m6

DROPOSALS FOR BITUMINOUS COALS .-Sealed Proposals will be received at the Office of the Philadelphis Gas Works, No. 20 South SEVENTH Street, until noon of FRIDAY, 22d of April, 1864, for supplying the whole or any next SEVENTH Street, until noon of FRIDAY, 22d of April, 1864, for supplying the whole or any part of Eighty Thousand Tons of Bituminous Coals, suit-able for the manufacture of illuminating Gas, to be delivered on the Railroad tracks of the Gas Works at the First Ward and the Ninth Ward Stations, in the following monthly quantities; eight thousand tons in each of the months of September, October, November, December, and six thousand tons in each of the months of June, July, August, 1864, and January, February, March, April and May, 1865. Revenues, becenues, and six industand tons in each of the months of June, July, August, 1864, and Jannary, February, March, April and May, 1965.
The coals must be delivered fresh, dry, and of a quality approved by the Engineer of the Gas Works, as equal to the sample on which the contract is based.
The proposals must describe the particular variety of coals intended to be supplied and the location and name of the mine or pit from which they are to be raised. If they are of a kind not now or recently used at these Works, asmples for train of not less than fifty tons, must be delivered at the Works, on or before the 7th of April next.
The gross ton of 2240 pounds will be considered as the weight intended in the proposals, unless they may deem best for the interests of the Trustees reserve the right to accept any proposals in whole or in part, or to reject all, as they may deem best for the interests of the Trustees reserve the efficiency, and charge to the contractor any loss or damage arising from each failure.
Payments will be made monthly, in two equal instalments at four and six months atter the specified priods of delivery, the 15th of each month being taken as the average of the monthly delivernes, or at the option of the Trustees, will be made at earlier dates with legal interests off.