An "Army Mule" Story.

In the serial called "Seeking the Bubble," in the *U. S. Service Magazine*, the following good thing occurs:

It was at the dinner to which Colonel Cromwell had been kind enough to invite his new assistant (who has ungratefully been letting the soup cool itself to jelly, while he was indulging in one of his pet long-winded digressions), that the Colonel took advantage of a favorable gap in the conversation and dishes to insert his promised story about the mule. It was originally the property, he said (meaning the story) of a splendid fellow who had served as inspector general on the same staff with him in Grant's army at Donelson and Shiloh; the scene had been witnessed in General Halleck's muddy and cautious advance on Corinth, and had been told to Col. Cromwell as he lay wounded in one of the hospitals at Cairo. From that moment, he said, his wound began to heal. A four-mule team had become hopelessly tangled up in the road by the refractory conduct of one of its members. The teamster, dismounted and up to his boot-tops in mud, was beating the balky animal with the butt end of his whip. To him, arrives, horror-stricken, a tract-bearing member of some commission and attempts to reason with the teamster (reason with a teamster!) then gently to expostulate, next decidedly to rebuke; firstly for his brutality, second for his added and ear-offending profanity—for by this time the mule has begun to kick madly, but with excellent intention, and the ass to swear terrible mouthsful. "My friend," finally remarks the man of tracts, designing an impressive climax—"My friend, you should *not* beat that poor dumb animal so. How would you like it yourself?" "Go to —," I will not say where, exclaims the infuriated teamster with many an—I will not say what—besides, and seizing a huge fence-rail, whereof there were still a few left in the State of Mississippi in those early days, begins to belabor therewith the back of the unfortunate beast. "*If-he-don't-like-it*," he shouts, breathlessly and between whacks, "WHY-WAS-HE-A-MULE?—say." Whereupon Rolles burst into a roar, and laughed till the tears ran down his fat cheeks, while Doctor Crippler cackled till he was purple and had brought on a violent cough, and poor Jenkins upset his camp-stool, and a whole dish of tomatoes, under the influence of the surprise, and, it is unnecessary to say, continued to giggle at the shortest notice during the remainder of the evening. The colonel looked inexpressibly pleased, but merely smiled, called to the attending contraband to bring more tomatoes, and occupied himself in tracing my name on the tablecloth with the end of a clean fork.

"That story," he said presently, when we had somewhat returned to civilized life, "is like the sword cane in one respect; it hides its true point. Though the subject belongs to the Quartermaster's Department, the application is universal. Whenever anybody beats you with a fence-rail, and you don't like it, as I fancy you won't, ask yourself, 'Why was you a mule?' and you will feel better immediately. You were made to be licked."

"And to kick," suggested Rolles.

"Yes, and skin whose legs? Iron trace chains are harder than mule bark any day."

"Go on with the Sandford and Merton, Colonel and don't mind us," said the big youth with a grin, whereat the Colonel, instead of being mortally offended, merely rumpled the young gentleman's hair, and told him he should be sent away from the table until he learnt better manners.

I soon found the use of that moral; and, through the next few months, when I had little but hard work, and nothing but abuse for my pains from inferiors and superiors alike, always excepting my three companions in the traces; when it seemed to my overstrained nerves that every man who wanted or fancied he wanted any thing, without the shadow of a claim, came in person to headquarters to ask for it, thirsting for the gratification of having a grievance against the humble instruments of his denial; when it appeared as if everything we did was undone by Gen. Bulger, and had to be done over again, and again undone, and gone through with once more; when I fancied that the general issued harsh and disagreeable orders for no other purpose than, by countermanding them promptly upon personal application to him, to create the impression that Colonel Cromwell was the enemy, and General Bulger the benefactor of the army; when the Department at Washington threatened dismissal for non-rendition of returns which the general had carried in his coat pocket until they had become greasy with age; when the corps and division commanders said they hadn't received orders, for which we held their written receipts; when Colonel Close did the same thing, two or three times a day, and wrote private notes about it to the general, which made that just man think we were nursing a private feud; when the foreign aides-de-camp seized the stalls set apart for our horses, and their delightful servants stole our saddles, and we could get no satisfaction, because said aides wouldn't understand the American customs, and we couldn't speak, let us say; the Cossack language; when Captains Vauxrien and Prettyman were always detailed to accompany the general to the reviews, and to the gorgeous dinners given by Admiral Puffer, on the Flagship "G. V. Fox," while Captain Rolles and Lieutenant Jenkins were the ones to hunt up a stray brigade of the 27th Corps at 2 A. M. of a dark and rainy night, or to go out in a small boat before daybreak with a sharp norther rising, to carry the forgotten despatches to the steamer of the Blackeye Line for New York, anchored off the bar;—in a word, whenever one of those little troubles overcame me, such as cause the stoutest heart to contract with the thought that the world has turned against it, suddenly a bright ray would light up the darkness, and I would say to myself, 'Why was I a mule?' and fall to whistling the "Year of Jube-*lo*," as cheerily as an artist.

THE STONEWALL.—It is somewhat curious to notice, says the *Army and Navy Journal*, that the 4-inch plate iron, 27 inches wide by 7 feet long, with which the casemates of the rebel ram Stonewall are plated, has the French trade-mark of a rolling mill at Tours. Her guns and mahogany gun-carriages are marked Sir Wm. Armstrong & Company, Newcastle-upon-Tyne, England; and the dials or indicators in the casemates, by which the motions of her machinery are regulated whilst the vessel is in action, are marked in Danish. Although built in France, she also has a pair of patent English anchor bits, which appear to be a very good pattern.

The Home of Dr. Arnold.

Taking our carriage, we directed the post-boy to show us the way to Fox How, the residence of the lamented Dr. Arnold, of Rugby school. The boy soon left the high road which leads back to our inn through Ambleside, and, opening a rustic gate, took a rather uninviting, half-mountain path which winds along a wild valley up the side of Loughrigg Fell. This valley is Fox How. After climbing some one or two hundred feet, we came to the house. It was a modern structure, such as would be deemed very modest indeed at Sing Sing or Irvington; but ample enough, with very pretty grounds, all aglow with rhododendrons and azalias. Directly below, across the main valley, is Rydal park, enclosing its magnificent forest trees—scarcely surpassed in England. From this ascends rapidly along a stream a valley overhung on either side by lofty mountain spurs. It is a view of rare interest—forest in the foreground, backed by the stern and bare slate mountains that tower behind, on either side, till the little cross valley is lost in the distance. As we breathed the fresh mountain air and gazed upon this scene of beauty overhung by grandeur, we could well understood and sympathise with the hearty though not impatient longings after Fox How that occur so often in his journals and letters. On his death-bed, in his last anguish, he did not forget the country home where he rested and reveled in his long vacations, but responded with speechless assent to the remark of his little son: "I wish, papa, we had you at Fox How." Pure-hearted and noble soul, thou wert gone to a better home when thy weeping wife and children went without thee along this mountain road a few days after the fatal June 12th, 1842.

It was perhaps uncivil and intrusive and American, but we could not resist the impulse to ask to be admitted and to pay our respects to Mrs. Arnold. Mrs. Arnold was absent, but two daughters welcomed us in, and we sat a long hour in the doctor's study and parlor combined, an ample room looking out toward Rydal Mount and Rydal Park. There was a large portrait from which the very familiar print of the good man was taken; there were sundry books and atlases and the other appliances of a well-used domestic library for a scholar. This was his working-place when at ease and at home. It does not suit our taste to repeat conversations with the living. We were satisfied that the daughters, in simplicity, intelligence and culture, were worthy of the great Christian teacher of his generation.—*Hours at Home.*

FATALLY BURNED WITH KEROSENE OIL.—Margaret Breen, a young woman living at No. 116 East Fifty-ninth street, New York, while using kerosene oil on Tuesday evening, to kindle a fire, an explosion of the oil occurred, setting fire to her dress. She screamed for help, and assistance soon reached her, but before the flames could be extinguished she was so terribly burned about the lower limbs that death ensued on Wednesday morning.

BUSINESS CARDS.

628 HOOP SKIRTS, 628
NEW FALL STYLES NOW READY of Hopkins' "own make," at No. 628 ARCH Street. These Skirts are gotten up expressly to meet the wants of first-class trade, and embrace every size and style for Ladies, Misses and Children, which, for finish and durability, have no equal in the market, and warranted to give satisfaction. Also, constantly on hand, a full assortment of good Eastern made Skirts, from 15 to 40 springs, at very low prices. Skirts made to order, altered and repaired. Wholesale and retail. no13-6m

C. F. RUMPP, No. 118 North Fourth street, Philadelphia, Manufacturer and Importer of TRAVELING BAGS, PORTE MONNAIES, POCKET BOOKS, CIGAR CASES, MONEY BELTS, SATCHELS, PURSES, Cabas, Bankers' Cases, Dressing Cases, Writing Desks, Port Folios, Bill Books, &c., &c. Jobbing promptly attended to. nov7-2m

WINDOW GLASS. WILLIAM EVANS, Jr., 252 South FRONT St., Wholesale and Retail Dealer in American and French Glass, Putty, Paints, Oils, Varnishes, etc. A very desirable brand of Glass for Picture Frames. oc4,3m

J. VAUGHAN MERRICK, WM. H. MERRICK, JNO. E. COPE.
SOUTHWARK FOUNDRY, FIFTH AND WASHINGTON STREETS, PHILADELPHIA. MERRICK & SONS, ENGINEERS AND MACHINISTS, Manufacture High and Low Pressure Steam Engines for Land, River and Marine Service. Boilers, Gasometers, Tanks, Iron Boats, &c. Castings of all kinds, either iron or brass. Iron Frame Roofs for Gas Works, Workshops and Railroad Stations, &c. Retorts and Gas Machinery, of the latest and most improved construction. Every description of Plantation Machinery; and Sugar, Saw and Grist Mills, Vacuum Pans, Open Steam Trains, Defacators, Filters, Pumping Engines, &c. Sole Agents for N. Billeux's Patent Sugar Boiling Apparatus, Nesmyth's Patent Steam Hammer and Aspinwall & Woolsey's Patent Centrifugal Sugar Draining Machine.

PENNSYLVANIA WORKS—on the DELAWARE River, below PHILADELPHIA, CHESTER, Delaware county, Pa. REANEY, SON & CO., Engineers and Iron Boat Builders, Manufacturers of All kinds of CONDENSING AND NON-CONDENSING ENGINES, Iron Vessels of all descriptions, Boilers, Vats, Tanks, Propellers, &c., &c. T. REANEY, W. B. REANEY, S. ARCHBOLD, Late of Reaney, Neafie & Co., Penn Works, Phila. Late Engineer in Chief U. S. Navy. jy13-tf

THE PHILADELPHIA RIDING SCHOOL—FOURTH street, above Vine, will re-open for the Fall and Winter season on MONDAY, Sept. 25th. Ladies and gentlemen desiring to acquire a thorough knowledge of this accomplishment will find every facility at this school. The horses are safe and well trained, so that the most timid need not fear. Saddle horses trained in the best manner. Saddle horses, horses and vehicles to hire. Also carriages for funerals, to cars, steamboats, &c. THOS. CRAIGE & SON.

PETER WRIGHT & SONS, IMPORTERS OF EARTHENWARE, AND SHIPPING AND COMMISSION MERCHANTS, NO. 115 WALNUT STREET, PHILADELPHIA. JAMES A. WRIGHT, THORNTON PIKE, CLEMENT A. GRISCOM, THEODORE WRIGHT.

GAS FIXTURES.—MISKEY, MERRILL & THACKARA, NO. 718 CHESTNUT street, Manufacturers of Gas Fixtures, Lamps, &c., &c., would call the attention of the public to their large and elegant assortment of Gas Chandeliers, Pendants, Brackets, &c. They also introduce Gas pipes into Dwellings and Public Buildings, and attend to extending, altering and repairing Gas pipes. All work warranted. ja30

PRIVY WELLS.—OWNERS OF PROPERTY.—The only place to get Privy Wells Cleansed and Disinfected, at very low prices. A. PEYSSON, Manufacturer of Poudrette, Goldsmith's Hall, Lib street rary

SHIPPING.

ALL PERSONS ARE HEREBY CAUTIONED against trusting the crew of the Br. ship MOUNT ROYAL, Comminger, master, from Liverpool, as no debts of their contraction will be paid by the Captain or Consignees. PETER WRIGHT & SONS, 115 Walnut street.

BR. SHIP MOUNT ROYAL, Comminger, master, from Liverpool, is now discharging under general order at Smith's wharf. Consignees will please attend to the reception of their goods. PETER WRIGHT & SONS, 115 Walnut Street.

NOTICE.—All persons are hereby cautioned against harboring and trusting any of the crew of the Danish brig DENMARK, as no debts of their contracting will be paid by captain or consignees. WORKMAN & CO., Consignees, 123 Walnut street.

NOTICE.—All persons are hereby cautioned against trusting any of the crew of the British bark A. W. SINGLETON, from Liverpool, as no debts of their contraction will be paid by captain or consignees. PETER WRIGHT & SONS, 115, Walnut street. tf

SHIP NOTICE.—All persons are hereby cautioned against trusting any of the crew of the Br. ship S. L. TILLY, whereof Cann is master, from City Point, Va., as no debts of their contracting will be paid by captain or consignee. EDMUND A. SOUDER & CO., Dock street wharf. de19

JAS. S. SHINDLER, successor to JOHN SHINDLER & SONS, Sail Makers, No. 214 North WHARVES, 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. Particular attention given to repairing.

SHIPPING.

STEAM TO SAVANNAH, GA.
SOUDER'S LINE
CARRYING THE UNITED STATES MAIL.
The fine Steamship CUMBRIA, Captain CHARLES A. FRENCH,
Having been unavoidably detained, will sail from Steamship Wharf, RACE street, on SATURDAY, December 23d, at 10 o'clock, A. M., positively.
For freight or passage, having elegant accommodations, apply to
E. A. SOUDER & CO.
GENERAL OFFICE, No. 3 DUCK Street Wharf. FREIGHT AND PASSAGE OFFICE, No. 210 North Delaware avenue.

HAMILL'S PASSAGE OFFICE. FOR LIVERPOOL AND CORK DIRECT. The first-class, full powered Clyde built iron screw steamships of this Line leave regularly EVERY WEDNESDAY AND SATURDAY THROUGHOUT the YEAR. First Cabin (by Wednesday's steamer)......$90 00. Steerage (through from Philadelphia)...... 35 00. PAYABLE IN PAPER MONEY. FOR LONDONDERRY, BELFAST, DUBLIN, GLASGOW OR LIVERPOOL. The elegant Clyde built iron screw steamship HIBERNIA leaves on SATURDAY, Dec. 16, 1865. Cabin (according to location)......$90, $80 and $70. Steerage......$[illegible]. All payable in paper money and booked through free from Philadelphia to any of the above ports. Parties about visiting the old country will find it to their advantage to call on the undersigned before engaging elsewhere, as they can secure choice berths and save their railroad expenses to New York. For passage, apply to W. A. HAMILL, No. 217 Walnut street (up stairs). Drafts issued for any amount, payable in any part of England, Ireland, Scotland and Wales or on the Continent. 1621 tf

STEAM TO LIVERPOOL. Calling at QUEENSTOWN, the Inman Line, sailing SEMI-WEEKLY, carrying the U. S. Mails.
CITY OF CORK......Wednesday, Dec. 20
CITY OF BOSTON......Saturday, Dec. 23
CITY OF LIMERICK......Wednesday, Dec. 27
ETNA......Saturday, Dec. 30
At Noon, from Pier 44 North River.
RATES OF PASSAGE. PAYABLE IN GOLD.
First Cabin......$90 | Steerage......$30
First to London......95 | Steerage to London......34
First to Paris......105 | Steerage to Paris......40
Passengers also forwarded to Havre, Hamburg, Bremen, &c., &c., at moderate rates. Passage by the Wednesday Steamers, First Cabin $90. Steerage, $35, payable in United States currency. Steerage passage from Liverpool or Queenstown, $30, gold, or its equivalent. Tickets can be bought here by persons sending for their friends. For further information, apply at the Company's Offices. JOHN G. DALE, Agent, 111 Walnut street, Philadelphia.

FOR BOSTON. STEAMSHIP LINE DIRECT. SAILING FROM EACH PORT EVERY FIVE DAYS. FROM PINE ST. WHARF, PHILADELPHIA, AND LONG WHARF, BOSTON. The steamship NORMAN, Captain Baker, will sail from Philadelphia on Monday, Dec. 25, at 10 A. M. The steamship ARIES, Captain Crowell, will sail from Boston on Saturday, December 23, at 12 M. The line between Philadelphia and Boston is now composed of the SAXON, Captain Matthews, 1200 tons burthen. NORMAN, Captain Baker, 1200 tons burthen. ARIES, Captain Crowell, 800 tons burthen. These substantial and well appointed steamships will sail punctually as advertised, and freight will be received every day, a steamer being always on the berth to receive cargo. Shippers are requested to send Bills of Lading with their goods. For freight or passage, apply to HENRY WINSOR & CO., 332 South Delaware avenue. de9

RE-OPENING OF THE OUTSIDE LINE OF STEAMERS between PHILADELPHIA AND NEW YORK. This favorite line will commence their trips on THURSDAY next, 30th inst. The following well known and staunch sea-boats will be placed on the route: Steamer ADMIRAL......Capt. Nichols. EASTERN CITY...... Mundy. KENNEBEC...... Edmonds. Days of departure (from each city) will be TUESDAYS, THURSDAYS AND SATURDAYS, leaving this city from first wharf below Spruce street at 11 o'clock, A. M., and New York from pier 4, North River, at 4 o'clock P. M. Freights received daily, and taken at reasonable rates. All goods destined beyond New York will be forwarded free of commissions. For rates of freight, &c., &c., apply at the office, 314 and 316 South Delaware avenue. no25tf P. R. CLARK, Agent.

PHILADELPHIA, RICHMOND AND NORFOLK STEAMSHIP COMPANY. The fine steamships of this Line insure at the lowest rates and sail regularly from the First Wharf above Market street, every WEDNESDAY and SATURDAY, At Noon, Connecting with Railroads from Richmond, Norfolk and City Point, forming the most direct route for the South and Southwest. For freight or passage, with excellent accommodations, apply to WM. P. CLYDE & CO., 14 North and South Wharves.

NEW EXPRESS LINE TO ALEXANDRIA, Georgetown and Washington, via Chesapeake and Delaware Canal, with connections at Alexandria, Va., from the most direct route for Lynchburg, Bristol, Knoxville, Nashville, Dalton and the Southwest. Steamers leave First Wharf above Market street every Wednesday and Saturday at 12 M. For freight apply to the agents, W. P. CLYDE & CO., 14 North Wharves. J. B. Davidson, Agent at Georgetown; M. Eldridge & Co., Agents at Alexandria.

FOR NEW YORK.—New Daily Line—Via Delaware and Raritan Canal.—Philadelphia and New York Express Steamboat Company will receive freight and leave daily at 2 P. M., delivering their cargoes in New York the following days. Freight taken at reasonable rates. WILLIAM P. CLYDE, Agent, 14 South Wharves, Philada. JAMES HAND, Agent, Piers 14 and 15 East River, N. Y. ja25-tf

NEW TOW-BOAT LINE. DELAWARE and CHESAPEAKE STEAM TOW-BOAT COMPANY. BARGES towed to and from PHILADELPHIA, HAVRE-DE-GRACE, BALTIMORE, WASHINGTON, and intermediate points. WM. P. CLYDE & CO., Agents, No. 14 South Wharves, Philadelphia. Captain JOHN LAUGHLIN, Superintendent.

FOR SAN FRANCISCO. ROBINSON'S CALIFORNIA CLIPPER LINE, SAILING REGULARLY AS ADVERTISED. Freight for this Line sent to New York by Swiftsure Line at reduced rates. The renowned clipper ship STAR OF THE UNION Is now taking in the balance of her cargo at pier 11 East River, and will positively be the first clipper ship to sail. All freight should be forwarded immediately, as she will close out in a few days. For freight, apply to BISHOP, SON & CO., 105 Arch street.

FOR BOSTON—Express Line.—The fine schooner FRANK HERBERT, Chase, master, now loading for the above port at Girard's wharf, above Market street, will sail with despatch. For freight, apply to DAVID COOPER & CO., 18 North Wharves. de22

FOR CHARLESTON, S. C.—The fine schooner ELLA, Bradley, master, having the most of her cargo engaged, will sail for the above port on Saturday, the 23d inst. For freight or passage, apply to E. A. SOUDER & CO., Dock street wharf. de21-3t

FOR FREIGHT OR CHARTER.—Schooner CAROLINE KENSALL, Captain Woodruff, 2,000 bbls. capacity. Schooner A. L. PUTMAN, Captain Duggett, 1,400 bbls. capacity; now ready for any voyage. Apply to DAVID COOPER & CO., 18 N. Wharves. de18

FOR BOSTON, Mass.—Express Line.—The fine packet schooner ELMER M. WRIGHT, Freeman, master, now loading for the above port at —— wharf, will have prompt despatch. For freight, apply to DAVID COOPER & CO., 18 North Wharves. de11

FOR BALTIMORE, MD.—The fine schooner MARY GAY, Captain Keen, is now loading for the above port at Girard's wharf, above Market street, and will sail with despatch. For freight, apply to DAVID COOPER & CO., 18 N. Wharves.

FOR LIVERPOOL.—The fine A1 ship MOUNT ROYAL, Comminger, master, having the greater portion of her cargo engaged, will sail with despatch. PETER WRIGHT & SONS, 115 Walnut street.

FOR PROVIDENCE, R. I.—The fine schooner EMMA BACON, Bearse, master, now loading for the above port, at Cattell's wharf, above Market street, will sail with despatch. For freight, apply to DAVID COOPER & CO., 18 N. Wharves. de22

FOR MARSEILLES, FRANCE.—The bark WM. VAN NAME, Capt Lewis P. Cook. For Cabin passage, having fine accommodations, apply to the Captain on board, or to WORKMAN & CO., 123 Walnut street. de18

FOR BREMEN.—The A1 Bremen ship EMILIE, Capt. Henry Onken. For Cabin passage having fine accommodations, apply to the Captain on board, or to WORKMAN & CO., 123 Walnut st. de18

CONSIGNEES' NOTICE.—The schooner EMMA BACON, Bearse, master, from Boston, is now discharging her cargo at Arch street wharf. Consignees will please attend to the reception of their goods. DAVID COOPER & CO., 18 N. Wharves. de19

SHIP MERRIMAC, from Liverpool, is now discharging under general order at Shippen street wharf. Consignees will please attend to the reception of their goods. PETER WRIGHT & SONS, 115 Walnut street. de18-tf

BR. BARK A. W. SINGLETON, from Liverpool, is now discharging under general order at Shippen street wharf. Consignees will please attend to the reception of their goods. PETER WRIGHT & SONS, 115 Walnut street.

STEAMSHIP NORMAN, FROM BOSTON.—Consignees of merchandise, per above steamer, will please send for their goods, now landing at Pine street Wharf. 23p1-3t HENRY WINSOR & CO.

TRAVELING GUIDE.

NORTH PENNSYLVANIA R. R.—THE MIDDLE ROUTE.—Shortest and most direct line to Bethlehem, Allentown, Mauch Chunk, Hazleton, White Haven, Wilkesbarre, Mahanoy City, and all points in the Lehigh and Wyoming Coal Regions.
Passenger Depots in Philadelphia, THIRD street, above Thompson, and corner of BERKS and AMERICAN streets.
WINTER ARRANGEMENT. NINE DAILY TRAINS.
On and after Monday, Nov. 20th, 1865, Passenger trains leave the Depot, Third street, above Thompson, daily (Sundays excepted), as follows:
AT 7.30 A. M.—Morning Express for Bethlehem and Principal Stations on North Pennsylvania Railroad, connecting at Bethlehem with Lehigh Valley Railroad for Allentown, Catasauqua, Slatington, Mauch Chunk, Weatherly, Jeanesville, Hazleton, White Haven, Wilkesbarre, Kingston, Pittston, and all points in Lehigh and Wyoming Valleys; also, in connection with Lehigh and Mahanoy Railroad for Mahanoy City, and with Catawissa Railroad, for Rupert, Danville, Milton and Williamsport. Arrive at Mauch Chunk at 11.45 A. M.; at Wilkesbarre at 2.25 P. M.; at Mahanoy City at 2 P. M. Passengers by this train can take the Lehigh Valley Train, passing Bethlehem at 12.00 M. for Easton and points on New Jersey Central Railroad to New York.
AT 8.35 A. M.—Accommodation, for Doylestown, stopping at all intermediate Stations. Passengers for Willow Grove, Hatboro and Hartsville, by this train, take Stage at Old York Road.
AT 10 A. M.—Accommodation, for Fort Washington, stopping at all intermediate Stations.
At 2.30 P. M. Accommodation for Doylestown, stopping at all intermediate stations. Passengers take stage at Doylestown for New Hope.
AT 3.30 P. M.—Evening Express for Bethlehem and principal Stations on the North Pennsylvania Railroad, making close connection at Bethlehem with Lehigh Valley Train for Easton, reaching there at 6.45 P. M. Passengers for Plainfield, Somerville and other points on New Jersey Central R.R. take N. J. C. Train at Easton, which arrives in New York at 10 P. M. Passengers for Sumneytown take stage at North Wales, and for Nazareth at Bethlehem and for Greenville at Quakertown.
AT 4.15 P. M.—Accommodation, for Doylestown, stopping at all intermediate Stations. Passengers for Willow Grove, Hatboro' and Hartsville take stage at Abington; for Lumberville at Doylestown.
AT 5.15 P. M.—Through Accommodation, for Bethlehem and all Stations on main line of North Pennsylvania Railroad, connecting at Bethlehem with Lehigh Valley Evening Train for points on Lehigh Valley Railroad and for Danville, Williamsport and Catawissa Railroad.
AT 6.15 P. M.—Accommodation, for Lansdale, stopping at all intermediate Stations.
At 11 P. M. Accommodation for Fort Washington.
TRAINS FOR PHILADELPHIA.
Leave Bethlehem at 6.25 and 10.02 A. M., and 6.15 P. M.
Passengers leaving Easton at 9.20 A. M., connect at Bethlehem and arrive in Philadelphia at 12.25 P. M.
Passengers leaving Wilkesbarre at 1 P. M., connect at Bethlehem at 6.15 P. M., and arrive in Philadelphia at 8.45 P. M.
Leave Doylestown at 6.30 A. M. 8.15 and 5.30 P. M.
Leave Lansdale at 6.10 A. M.
Leave Fort Washington at 10.50 and 2.15 P. M.
ON SUNDAYS.
Philadelphia for Bethlehem at 9 A. M.
Philadelphia for Doylestown at 3 P. M.
Doylestown for Philadelphia at 7.20 A. M.
Bethlehem for Philadelphia at 4 P. M.
Fifth and Sixth Streets Passenger Cars convey passengers to and from Berks Street Depot.
White Cars of Second and Third Streets Line convey passengers to Third Street Depot.
Tickets must be procured at the Ticket Offices, THIRD street or BERKS street, in order to secure the lowest rates of fare. ELLIS CLARK, Agent.
Hillman's Baggage Express will call for and deliver Baggage at the Depot.
Office, No. 118 South THIRD street. no14-tf

PENNSYLVANIA CENTRAL RAILROAD. WINTER ARRANGEMENTS. The trains of the Pennsylvania R. R. will leave the New Depot at Thirtieth and Market streets. The cars of the Market Street Passenger Railway run to and from this Depot. They also leave Front street every two minutes, commencing one hour previous to the time of departure of each Train and allow about 30 minutes for a trip. Their cars are in waiting on the arrival of each Train to convey Passengers into the city, and connections are made with all roads crossing Market street.
ON SUNDAYS—Cars leave Eleventh and Market streets at 6.45 P. M., to connect with the Pittsburgh and Erie Mail, and at 10.25 P. M. with Philadelphia Express.
Mann's Baggage Express will hereafter be located at No. 31 South Eleventh street. Parties desiring Baggage taken to the trains, can have it done at reasonable rates upon application to him.
TRAINS LEAVE AND ARRIVE AT DEPOT THUS:

LEAVE.	
ERIE EXPRESS	at 7.30 A. M.
MAIL TRAIN	at 8.00 A. M.
PAOLI ACCOM., No. 1	" 10.00 "
FAST LINE	" 12.00 M.
PARKESBURG	" 1.00 P. M.
HARRISBURG ACCOM.	" 2.30 "
LANCASTER ACCOM.	" 4.00 "
PAOLI TRAIN, No. 2	" 5.30 "
PITTSBURGH & ERIE MAIL	" 7.30 "
PHILADELPHIA EXPRESS	" 11.10 "
ARRIVE.	
CINCINNATI EXPRESS	" 1.20 A. M.
PHILADELPHIA EXPRESS	" 7.10 "
PAOLI ACCOM., No. 1	" 8.20 "
PARKESBURG	" 9.30 "
ERIE EXPRESS	" 11.20 "
LANCASTER TRAIN	" 12.30 P. M.
FAST LINE	" 1.10 "
PAOLI ACCOM. No. 2	" 4.40 "
DAY EXPRESS	" 5.45 "
HARRISBURG ACCOM.	" 8.40 "

Philadelphia Express leaves daily. Pittsburgh and Erie Mail leaves daily (except Saturday). All other Trains daily—except Sunday.
The Pennsylvania Railroad Co. 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.
For further information, as to time and connections, see bills and framed cards, or apply to THOMAS H. PARKE, Ticket Agent, at the Depot.
An Emigrant Train runs daily, except Sunday. For full information as to fare and accommodations, apply to FRANCIS FUNK, No. 137 Dock street.

PHILADELPHIA, GERMANTOWN AND NORRISTOWN RAILROAD.—TIME TABLE.—On and after WEDNESDAY, November 1st, 1865, until further notice.
FOR GERMANTOWN.
Leave Philadelphia—6, 7, 8, 9, 10, 11, 12, A. M.; 1, 2, 3.10 minutes, 3¾, 4, 5, 5¾, 6, 7, 8, 9, 10, 11, 12, P. M.
Leave Germantown—6, 7, 7½, 8, 8.20, 9, 10, 11, 12, A. M.; 1, 2, 3, 4, 4¾, 5, 6¾, 7, 8, 9, 10, 11 P. M.
The 8.20 down train and the 3¾ and 5¾ up trains do not stop on Germantown Branch.
ON SUNDAYS.
Leave Philadelphia—9.10 minutes, A. M.; 2, 7 and 10¾, P. M.
Leave Germantown—8 A. M.; 1, 6 and 9¾, P. M.
CHESTNUT HILL RAILROAD.
Leave Philadelphia—6, 8, 10, 12, A. M.; 2, 3½, 5¾, 7, 9 and 11, P. M.
Leave Chestnut Hill—7.10 minutes, 8, 9.40, and 11.40 A. M.; 1.40, 3.40, 5.40, 6.40, 8.40, and 10.40 P. M.
ON SUNDAYS.
Leave Philadelphia—9.10 minutes, A. M.; 2 and 7 P. M.
Leave Chestnut Hill—7.40 minutes, A. M.; 12.40, 5.40 and 9.25 minutes P. M.
FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia—6, 8.35, 11.05 minutes, A. M.; 1½, 3, 4½, 5¾, 6¼, 8.05, and 11½, P. M.
Leave Norristown—5½, 7, 7.50, 9, 11, A. M.; 1½, 4½, 6 and 8 P. M.
The 5¾ P. M. train will stop at School Lane, Wissahickon, Manayunk, Spring Mills and Conshohocken only.
ON SUNDAYS.
Leave Philadelphia—9 A. M.; 2½, and 7 P. M.
Leave Norristown—8 A. M., and 5 P. M.
FOR MANAYUNK.
Leave Philadelphia—6, 8.35, 11.05 A. M.; 1½, 3, 4½, 5¾, 6¾, 8.05, and 11½ P. M.
Leave Manayunk—6½, 7½, 8.20, 9½, 11½, A. M.; 2, 5, 6½ and 8, P. M.
ON SUNDAYS.
Leave Philadelphia—9 A. M.; 2½ and 7 P. M.
Leave Manayunk—7½ A. M.; 5½ and 8 P. M.
W. T. WILSON, General Superintendent, Depot, Ninth and Green streets.

RARITAN AND DELAWARE BAY RAILROAD. FALL ARRANGEMENT. Commencing MONDAY, September 18th, 1865. CAMDEN TO NEW YORK. From Cooper's Ferry, Camden, daily, at 9.15 A. M., for Tuckerton, Barnegat, Tom's River, Manchester, Bergen, Squancum, Farmingdale, Shark River, Long Branch, Branchport, Oceanport, Eatontown, Shrewsbury, Red Bank, Middletown, Highlands and Port Monmouth, thence to New York by the splendid steamer JESSE HOYT. Through in 5 hours. Fare $2. Excursion Tickets, good for three days, $3. Through Freight Line leaves Camden at 2.30 P. M., arriving at New York at 4 A. M. next day. Leaves New York 4.15 P. M., arriving at Camden 1.30 P. M. next day. W. S. SNEDEN, Superintendent. se20

OFFICE OF THE ADAMS EXPRESS COMPANY, 320 CHESTNUT STREET, PHILADELPHIA, January 27th, 1862. The Adams Express Company have enlarged their facilities at Washington, D. C., by building a Railroad Depot, and having acquired additional capacity for transportation, are now prepared to forward Heavy Express Freights, Packages and Parcels to Washington, Georgetown, Alexandria, Annapolis, Frederick, Adamstown, Fortress Monroe, and other places South, occupied by the army, at greatly reduced rates. Special agreements made for Merchandise in large lots. Sutler's goods and army supplies at satisfactory prices, on application at our office. Soldiers' parcels taken at much less than our usual rates. Heavy and bulky packages received and receipted for at our depot, Southeast corner of BROAD and LOCUST streets. JOHN BINGHAM, Superintendent.

1864. PHILADA., WILMINGTON AND BALTIMORE RAILROAD VIA BALTIMORE AND OHIO RAILROAD. 1864. THROUGH FREIGHT DEPARTMENT, DEPOT, BROAD STREET, ABOVE CHERRY. The undersigned will continue the General Freight Agency of the Philadelphia, Wilmington and Baltimore Railroad, for Philadelphia, by way of the above route to the West. Shippers and the public generally are assured that the organization of through trains secures to freight regular transit and prompt delivery to all parts parts. For through rates and further information, apply to A. COWTON & CO., General Freight Agents. JOHN S. WILSON, Freight Agent, Office, Sixth street, above Chestnut. fe17-tf

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD.—WINTER ARRANGEMENTS.—On and after WEDNESDAY October 18th, 1865, the trains will leave Philadelphia from the depot of West Chester and Philadelphia Railroad, corner of Thirty-first and Market streets, (West Philadelphia,) at 8.05 A. M., and 4.30 P. M. Leave Oxford at 6.50 A. M., and 3.10 P. M. The train leaving Philadelphia at 8.05 A. M., connects at Oxford with a daily line of stages from Peach Bottom to Lancaster. Returning leaves Peach Bottom to connect at Oxford with the afternoon train for Philadelphia. Passengers are allowed to take wearing apparel only as baggage, and in no case will the Company be responsible for an amount exceeding $100. H. WOOD, General Superintendent.

READING RAILROAD. GREAT TRUNK LINE FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE SCHUYLKILL, SUSQUEHANNA, CUMBERLAND AND WYOMING VALLEYS, THE NORTH, NORTHWEST and the CANADAS. WINTER ARRANGEMENT OF PASSENGER TRAINS leaving the Company's Depot, THIRTEENTH and CALLOWHILL Streets, Philadelphia at the following hours:
MORNING MAIL.
At 8 A. M., for Reading, Lebanon, Harrisburg, Pottsville, Pine Grove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Allentown, Wilkesbarre, Pittston, York, Carlisle, 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, &c.; at PORT CLINTON, with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, &c.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, &c.
AFTERNOON EXPRESS.
Leaves Philadelphia at 3.30 P. M. for Reading, Pottsville, Harrisburg, &c., connecting with Reading and Columbia R.R. trains for Columbia &c., and with Catawissa Railroad trains for Milton, Williamsport, Elmira, Buffalo, &c.
READING ACCOMMODATION.
Leaves Reading at 6.30 A. M., stopping at all way stations; arrives in Philadelphia at 9.30 A. M.
Returning, leaves Philadelphia at 4.30 P. M.; arrives in Reading at 7.30 P. M.
Trains for Philadelphia leave Harrisburg at 7.25 A. M., and Pottsville at 8.30 A. M., arriving in Philadelphia at 12.45 P. M. Afternoon trains leave Harrisburg at 1.45 P. M., and Pottsville at 2.45 P. M.; arriving at Philadelphia at 7.05 P. M.
Harrisburg accommodation leaves Reading at 7.35 A. M. and Harrisburg at 9.00 P. M.
Market train, with a Passenger car attached, leaves Philadelphia at 12.45 noon for Reading and all way stations; leaves Reading 11.30 A. M., and Downingtown 12.30 P. M. for Philadelphia and all way stations.
All the above trains run daily, Sundays excepted.
Sunday trains leave Pottsville at 8.00 A. M., and Philadelphia at 3.15 P. M.
CHESTER VALLEY RAILROAD.
Passengers for Downingtown and intermediate points take the 8.00 A. M. and 4.30 P. M. trains from Philadelphia, returning from Downingtown at 7.05 A. M. and 12 30 Noon.
NEW YORK EXPRESS, FOR PITTSBURGH AND THE WEST.
Leaves New York at 9.00 A. M. and 8 P. M., passing Reading at 1 A. M., and 1.46 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express Trains for Pittsburgh, Chicago, Williamsport, Elmira, Baltimore, &c.
Returning, Express Train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburgh, at 3 and 9.05 A. M., passing Reading at 4.49 and 10.52 A. M., arriving at New York 10 A. M., and 2.45 P. M. Sleeping Car accompanying these trains through between Jersey City and Pittsburgh, without charge.
Mail train for New York leaves Harrisburg at 1.45 P. M. Mail train for Harrisburg leaves New York at 12 Noon.
SCHUYLKILL VALLEY RAILROAD.
Trains leave Pottsville at 6.45, 11 A. M. and 7.15 P. M., returning from Tamaqua at 7.35 A. M., and 1.40 and 4.15 P. M.
SCHUYLKILL AND SUSQUEHANNA RAILROAD.
Trains leave Auburn at 7.45 A. M. for Pinegrove and Harrisburg, and at 1.50 P. M. for Pinegrove and Tremont; returning from Harrisburg at 4.00 P. M. and from Tremont at 7.00 A. M. and 6.00 P. M.
TICKETS.
Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canadas.
The following tickets are obtained only at the Office of S. Bradford, Treasurer, No. 227 South Fourth street, Philadelphia, or of G. A. Nicolls, General Superintendent, Reading.
COMMUTATION TICKETS.
At 25 per cent. discount between any points desired for families and firms.
MILEAGE TICKETS.
Good for 2,000 miles, between all points, at $52 50 each, for families and firms.
SEASON TICKETS.
For three, six, nine or twelve months, for holders only, to all points at reduced rates.
CLERGYMEN
Residing on the line of the Road will be furnished with cards, entitling themselves and wives to tickets at half-fare.
EXCURSION TICKETS.
From Philadelphia to principal stations, good for Saturday, Sunday and Monday, at reduced fare, to be had only at the Ticket Office at Thirteenth and Callowhill streets.
FREIGHT.
Goods of all descriptions forwarded to all the above points from the Company's New Freight 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.
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.

PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD—TIME TABLE.—Commencing MONDAY, October 23d, 1865. Trains will leave Depot, corner of Broad street and Washington avenue, as follows:
Express Train, at 4.05 A. M. (Mondays excepted), for Baltimore and Washington, stopping at Wilmington, Perryville, Havre-de-Grace, Aberdeen, Perryman's, and Magnolia.
Way-mail Train, at 8.15 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations, connecting with Delaware Railroad at Wilmington, for Salisbury and intermediate stations.
Express Train at 1.15 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Wilmington, Elkton, Perryville and Havre-de-Grace.
Express Train at 4.60 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington, Newark, Elkton, Northeast, Perryville, Havre-de-Grace, Perryman's, Edgewood, Magnolia and Stemmer's Run.
Night Express at 11.15 P. M. for Baltimore and Washington, stopping at Chester, Wilmington, Newark, Elkton, NorthEast, Perryville and Havre-de-Grace.
Passengers by boat from Baltimore for Fortress Monroe, Norfolk City Point and Richmond will take the 8.15 A. M. Train.
As an additional accommodation only for those holding tickets for these points, a special car will leave the Philadelphia Depot at 11.45 A. M., connecting at Gray's Ferry with the Morning Express train from New York.
WILMINGTON ACCOMMODATION TRAINS, stopping at all stations between Philadelphia and Wilmington.
Leave Philadelphia at 11.15 A. M., 3.30, 5 00, 7.00 and 10.00 P. M. The 3.30 P. M. train connects with the Delaware Railroad for Milford and intermediate stations.
Leave Wilmington 7.00, 8.15 and 9.30 A. M., 3.00 and 4.50 P. M.
Trains for Newcastle leave Philadelphia at 8.15 A. M., 3.30 and 5.00 P. M.
THROUGH TRAINS FROM BALTIMORE
Leave Wilmington at 12.00 M., 4.27, 8.02 and 9.54 P.M.
CHESTER FOR PHILADELPHIA.
Leave Chester at 8.01, 8.58 and 10.14 A. M., 12.36, 3.43, 4.59, 5.34 and 8.38 P. M.
From Baltimore to Philadelphia.—Leave Baltimore 8.25 A. M., Way Mail. 1.10 P. M., Express. 4.10 P. M., Way Train. 6.35 P. M., Express. 9.25 P. M., Express.
Trains for Baltimore leave Chester at 8.56 A. M., 1.50 and 11.50 P. M.
Trains for Baltimore leave Wilmington at 5 13, 9.30 A. M., 2.25, 5.10 P. M., 12.25 A. M.
SUNDAY TRAINS.
Express Train at 4.05 A. M. for Baltimore and Washington, stopping at Wilmington, Perryville, Havre-de-Grace, Aberdeen, Perryman's and Magnolia.
Night Express 11.15 P. M. for Baltimore and Washington, stopping at Chester, Wilmington, Newark, Elkton, Northeast, Perryville and Havre de Grace.
Accomodation Train at 10 P. M. for Wilmington and Way Stations.
BALTIMORE FOR PHILADELPHIA.
Leave Baltimore at 9.25 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 Washington or Baltimore) and Chester to leave passengers from Baltimore or Washington.
A special train will leave Wilmington for Philadelphia at 6.30 P. M.
Freight train with passenger car attached will leave Wilmington for Perryville and intermediate stations at 6.04 P. M. H. F. KENNEY, Superintendent.

1865. PHILADELPHIA AND ERIE RAILROAD. 1865. This great line traverses the Northern and Northwest counties of Pennsylvania to the city of Erie, on Lake Erie. It has been leased and is operated by the Pennsylvania Railroad Company.
TIME OF PASSENGER TRAINS AT PHILADELPHIA.

ARRIVE EASTWARD.	
Erie Mail Train	1 00 P. M.
Erie Express Train	11 10 A. M.
LEAVE WESTWARD.	
Erie Mail Train	7 20 P. M.
Erie Express Train	7 20 A. M.

Passenger cars run through on Erie Mail and Express Trains without change, both ways, between Philadelphia and Erie.
NEW YORK CONNECTION.
Leave New York at 6 00 P. M., arrive at Erie 3 37 A. M.
Leave Erie at 1 55 P. M., arrive at New York 1.15 P. M.
No change of cars between Erie and New York.
Elegant Sleeping Cars on all Night Trains.
For information respecting Passenger business apply at corner THIRTIETH and MARKET streets, Philadelphia.
And for Freight business, of the Company's Agents: S. B. Kingston, Jr., corner Thirteenth and Market sts., Philadelphia. J. W. Reynolds, Erie. William Brown, Agent, N. C. R. R., Baltimore. H. H. HOUSTON, General Freight Agent, Philadelphia. H. W. GWINNER, General Ticket Agent, Philadelphia. A. L. TYLER, General Sup't., Williamsport.

WEST CHESTER AND PHILADELPHIA RAILROAD, VIA MEDIA. WINTER ARRANGEMENTS. On and after WEDNESDAY, October 18th, 1865, the trains will leave as follows:
WEST CHESTER TRAINS.
Leave Philadelphia for West Chester 8.05, 11.00 A. M., 2.15, 4.30 and 6.00 P. M.
Leave West Chester for Philadelphia 6.45, 8.15, 10.45 A. M. 1.40, 4.35 P. M.
Trains leaving West Chester at 8.15 A.M. and leaving Philadelphia at 4.30 P. M., will not stop at Pennelton, and will stop below B. C. Junction at Media only.
PENNELTON TRAINS.
Leave Philadelphia for Pennelton 4.00 and 11.00 P. M.
Leave Pennelton for Philadelphia 9.02 A. M.; 6.20 P. M.
These Trains stop at all intermediate Stations.
ON SUNDAYS—Leave Philadelphia at 8.30 A. M. and 2.00 P. M.
Leave West Chester 7.55 A. M. and 4.00 P. M.
Trains leaving Philadelphia at 8.05 A. M. and 4.30 P. M., and leaving West Chester at 8.15 A. M. and 4.35 P. M., connect at B. C. Junction with Trains on the P. and B. C. R. R. for Oxford and intermediate points.
Passengers are 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 contract is made for the same. HENRY WOOD, General Superintendent. tf

FOR NEW YORK.—The CAMDEN AND AMBOY and PHILADELPHIA AND TRENTON RAILROAD COMPANY'S LINES, from Philadelphia to New York, and way places, from WALNUT STREET WHARF, will leave as follows, viz: Fare.
At 6 A. M., via Camden and Amboy, Accom. $2 25
At 8 A. M., via Camden and Jersey City Express, 3 00
At 2 P. M., via Camden and Amboy Express, 3 00
At 10 A. M. and 12 M., (noon) via Camden and Amboy, Accommodation, (Freight and Passenger.) 2 25
At 6 and 11.30 P. M., via Camden and Amboy, Accommodation, (Freight and Passenger) 1st Class Ticket, 2 25; 2d Class Ticket, 1 50
At 6 A. M., 2 and 5 P. M. For Mount Holly, Ewansville, Pemberton and Vincentown. At 6 A. M., and 2 P. M. for Freehold.
At 6 and 10 A. M., 12 M., 3.00, 5, 6 and 11.30 P. M. for Palmyra, Riverton, Delanco, Beverly, Edgewater, Burlington, Florence, Bordentown, &c. The 5 P. M. Line runs direct through to Trenton.
At 2½ P. M. Steamboat Trenton for Bristol, Burlington, Beverly, &c.
Lines from Kensington Depot will leave as follows:
At 11.15 A. M., 4.30 P. M. and 6.45 P. M. via Kensington and Jersey City Express $3 00
At 12 P. M. (Night) via Kensington and Jersey City Express 2 25
The 6.45 P. M. Line will run daily. All others Sundays excepted.
At 7.30 and 11.15 A. M., 3, 3.30, 4.30, 6.45 and 5 P. M., and 12 Midnight, for Bristol, Trenton, &c.
At 7 A. M., 10.50, 3, 5, and 6 P. M. for Cornwells, Torrisdale, Holmesburg, Tacony, Wissinoming, Bridesburg and Frankford and at 8 P. M. for Holmesburg and intermediate Stations.
BELVIDERE DELAWARE RAILROAD, for the Delaware River Valley, Northern Pennsylvania, and New York State, and the Great Lakes. Two through trains daily (Sundays excepted) from Kensington Depot, as follows:
At 7.30 A. M. and 3.30 P. M, for Niagara Falls, Buffalo, Dunkirk, Canandaigua, Elmira, Ithaca, Owego, Rochester, Binghampton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, &c. The 3.30 P. M. Line connects direct with the Train leaving Easton for Mauch Chunk, Allentown, Bethlehem, &c.
At 5 P. M. for Lambertville and intermediate Stations.
For New York, and Way Lines leaving Kensington Depot, take the cars on Fifth street, above Walnut, half an hour before departure. The cars run into the Depot, and on arrival of each Train, run from the Depot.
Fifty Pounds of Baggage only, allowed each Passenger. Passengers are prohibited from taking anything as baggage but their wearing apparel. All baggage over fifty pounds to be paid for extra. The Company limit their responsibility for baggage to One Dollar per pound, and will not be liable for any amount beyond $100, except by special contract.
Graham's Baggage Express will call for and deliver baggage at the Depots. Orders to be left at No. 3 Walnut street.
LINES FROM NEW YORK FOR PHILADELPHIA: Will leave from foot of Cortland street, at 12 M. and 4 P. M., via Jersey City and Camden. At 7.10 and 11½ A. M., 6 P. M. and 12 Night via Jersey City and Kensington.
From foot of Barclay street at 6 A. M. and 2 P. M., via Amboy and Camden.
From Pier No. 1 N. River, at 12 M., 3 and 7 P. M. (Freight and Passenger), via Amboy and Camden. WM. H. GATZMER, Agent.

PHILADELPHIA AND ELMIRA THROUGH LINE. CATAWISSA RAILROAD. Short line to Williamsport, Elmira, Oil Regions, Erie, Buffalo, Niagara Falls, Suspension Bridge, and all places in the Western, North Western and South Western States and the Canadas.
Four through trains daily (Sundays excepted).

Leave Philadelphia and Reading R.R. Depot,	Leave North Pennsylvania R.R. Depot
8 A. M.	7.30 A. M.
3.30 P. M.	5.15 P. M.

One train on Sunday at 3 15 P. M.
By all these trains direct connection is made at Elmira with Erie railway; at Salamanca with Atlantic and Great Western railway; at Dunkirk and Buffalo with Lake Shore R. R.; and at Suspension Bridge with Great Western railway.
Fare always as low as by any other line.
Sleeping cars on all night trains.
Second class cars with cushioned seats accompany each express train, giving passengers the advantage of high speed with low fare.
For through tickets and further particulars concerning the routes, apply at the Ticket Office, 425 Chestnut street. oc21 N. VAN HORN, Pas. Agt.

WEST JERSEY RAILROAD LINES—From foot of Market street—Upper Ferry. Daily, except Sundays. FALL AND WINTER ARRANGEMENT. Commencing WEDNESDAY, NOVEMBER 15th, 1865.
For Bridgeton, Salem, and all Stations on West Jersey and Salem Railroads, at 9 A. M. and 3.30 P. M.
For Millville and all intermediate Stations, at 9 A. M. and 3 P. M.
For Cape May and intermediate Stations, at 9 A. M., to Millville connecting with freight train (Passenger car attached) for Cape May, due 3.45 P. M. and 3.00 P. M. through passenger, due 8.00 P. M.
For Glassboro' and intermediate Stations, at 9 A. M., 3 and 3.30 P. M.
For Woodbury, Gloucester, &c., at 9 A. M., 3, 3.30, and 5.30 P. M.
Freight train will leave Philadelphia from Sandford's Wharf at 10 A. M. and Camden, at 12 M.
J. VAN RENSSELAER, Superintendent.
THE WEST JERSEY EXPRESS COMPANY Will attend to all the usual branches of EXPRESS BUSINESS, receive, deliver, and forward, through other responsible Express Companies, to all parts of the country, any article entrusted to them. A Special Messenger accompanies each through train. Office, No. 5 Walnut street.

LEGAL NOTICES.

IN THE ORPHANS' COURT FOR THE CITY AND COUNTY OF PHILADELPHIA.—Estate of ANN LENTZ.—The Auditor appointed by the Court to audit, settle and adjust the account of William Macferran, Guardian of the person and estate of Ann Lentz, under the Will of John Lentz, Jr., deceased, filed by Eliza Mcferran, Administratrix of the estate of William Macferran, deceased, and to report distribution of the balance in the hands of the accountant, will meet the parties interested for the purposes of his appointment, on WEDNESDAY, December 27th, 1865, at 4 o'clock P. M., at his office, No. 524 WALNUT street, Room No. 6, in the city of Philadelphia. HENRY PHILLIPS, JR., Auditor. de13,15,18,20,22-5t*

IN THE ORPHANS' COURT FOR THE CITY AND COUNTY OF PHILADELPHIA.—Estate of DANIEL WOODRUFF, deceased. The Auditor appointed by the Court, to audit, settle and adjust the account of Edward S. Lawrence, Administrator of the Estate of said deceased, and to make distribution of the balance in the hands of the accountant, will meet the parties interested for the purposes of his appointment, on THURSDAY, the 4th day of January, 1866, at 4 o'clock, P. M., at his office, No. 529 Vine street, in the city of Philadelphia. de19-th,tu,5t* EDW. S. CAMPBELL, Auditor.

IN THE ORPHANS' COURT FOR THE CITY AND COUNTY OF PHILADELPHIA.—Estate of JOSEPH AUGUSTUS, deceased.—The Auditor appointed by the Court to audit, settle and adjust the account of Anna B. Augustus, Administratrix of the Estate of Joseph Augustus, deceased, and to report distribution of the balance in the hands of the accountant, will meet the parties interested for the purposes of his appointment, on WEDNESDAY, January 3, 1866, at 4 o'clock P. M., at his office, No. 204 South Fifth street, second floor, in the city of Philadelphia. WILLIAM B. HANNA, Auditor. de21-th,sa,tu-5t*

IN THE ORPHANS' COURT FOR THE CITY AND COUNTY OF PHILADELPHIA.—Estate of ANN WETHERILL, deceased. The Auditor appointed by the Court to audit, settle and adjust the account of Andrew D. Cash and Mary A. Wetherill, Executors of the last will and testament of Ann Wetherill, deceased, and to report distribution of the balance in the hands of the accountant, will meet the parties interested for the purposes of his appointment, on THURSDAY, January 11th, 1866, at 3½ o'clock P. M., at his office, No. 5?7 Race street, in the city of Philadelphia. JOS. ABRAMS, Auditor. de21-th,s,tu-5t*

LETTERS TESTAMENTARY on the Estate of T. M. ZELL, deceased, having been granted to the subscriber, all persons having claims against the said Estate, are requested to make the same known, and those indebted to the said Estate, to make payment to my Attorney in fact, ANDREW J. SLOAN, No. 509 Chestnut street, ANNIE ZELL, Executrix, No. 1934 Race street. no25-6at*

IN THE ORPHANS' COURT FOR THE CITY AND COUNTY OF PHILADELPHIA.—Estate of WILLIAM DAVIS, deceased.—Notice is hereby given that JANE DAVIS, widow of the said decedent, has filed in said Court her petition, and elects to retain $300 in money out of the estate of the decedent, under the act of April 14th, 1851, and its supplements; and that the same will be approved by the Court on FRIDAY, January 5th, 1866, unless exceptions thereto be filed. WM. S. PIERCE, Attorney for Petitioner. de15 f s4t§

MARSHAL'S SALE.

MARSHAL'S SALE.—By virtue of a writ of sale by the Hon. JOHN CADWALADER, Judge of the District Court of the United States in and for the Eastern District of Pennsylvania, to me directed, will be sold at Public Sale, to the highest and best bidder, for cash, at Powell, Seigers & Co.'s store, No. 127 North FRONT street, at 11 o'clock, A. M. on THURSDAY, the 28th day of December, 1865, SIXTY-FOUR BARRELS, containing Manufactured Tobacco and Cut Smoking Tobacco of domestic manufacture, of the weight together of five thousand pounds. P. C. ELLMAKER, U. S. Marshal E. D. of Penna. PHILADELPHIA, Dec. 11, 1865. de12,tuthsat

MARSHAL'S SALE.—By virtue of a writ of sale by the Hon. JOHN CADWALADER, Judge of the District Court of the United States in and for the Eastern District of Pennsylvania, to me directed, will be sold at Public Sale, to the highest and best bidder, for cash, on the premises, at the junction of the Germantown Railroad and Nicetown lane, on THURSDAY, the 28th day of December, 1865, at 2 o'clock P. M., 200,000 bricks, 1 frame tool-house 1 frame-building, 1 water tank, 1 chain pump, 1 brick and stone chimney, 7,000 green bricks, 2 steam boilers, 2 clay trucks, 1 iron-bound hogshead, 8 wheelbarrows, 1 barrel coal tar, 2 tons coal, lot of iron chains, 6 hoes, rakes and spades, 42 raft poles, 40 iron kiln frames and doors, 300 kiln grates, 20 iron plates, 28 hemlock joist, lot of 3-inch plank, 736 feet; 63 hemlock joist, 135 shed posts, 57 shed posts; 25,500 feet 3-inch common hemlock boards, 1 kiln built of brick, 1 kiln built of stone, 1 ten-horse power steam engine, 1 Chambers's patent steam brick machine, 1 large coal screen. P. C. ELLMAKER, U. S. Marshal Eastern Dist. of Penna. PHILADELPHIA, Dec. 11, 1865. de12-tu,th,s,6t

CLOAKS.

BARGAINS! BARGAINS!! BARGAINS!!! LADIES ATTEND. MRS. HENRY, No. 35 North NINTH street, Just below ARCH, Has just opened a large and elegant assortment of CLOAKS, For the Fall and Winter, which she offers at prices at least twenty per cent. below the usual rates. This is no humbug, but a positive fact. Call and see for yourselves. oc23-tf