A LYRICAL ROMANCE.

The following, from a series of love poems by Mrs. Julia Ward Howe, connected by a slender thread into a lyrical romance, presents a striking example of her sympathy with powerful interior experiences, and her boldness and grace in their expression:

BLUSHES.

I cannot make him know · ~ love;
Nor from myself conce..
The pangs that rankle in my breast,
Sharper than flame or steel.

Could I but reach a hand to him,
My very finger's thrill
Would close, like tendrils, round the strength
Of his beloved will.

Could I but lift mine eyes to his,
My glowing soul, unrolled,
Would flash like sunset on his sight,
In fiery red and gold.

Yet pause, my unflecked soul, and think
How vexed Penelope
Forsook her nuptial joy, that love
Should wait on modesty.

For gentle souls must keep their bounds,
Nor rudely snatch at bliss:
The very sun should lose his light
In giving it amiss.

So, when I die, cross tenderly
My palms upon my breast,
And let some faithful hand compose
My tired limbs to rest.

But thou shalt fold this kerchief white,
And lay it on my face,
Saying, "She died of love untold;
But she is dead in grace."

Another specimen in the same kind is marked by a sweeter melody, and a more natural versification than are often found in her poems of a more reflective character.

WISHES.

I would I might approach thee,
As the moon draws near the cloud,
With still and stately courtesy,
Clear-eyed and solemn-browed;
But, when their meeting comes, her face,
In his deep breast doth hide,
The heavens are still, in solemn joy,
The world is glorified.

I would I might approach thee,
As music, swift afloat,
Surprises, with its sudden joy,
A wanderer in a boat;
The sordid walls of life fall down
Before the clarion clear;
A passing rapture oft recalled
When days grow blank and drear.

I would I might approach thee,
As breezes fresh and pure,
Unsighted, breathe on fevered lips,
And throbbing temples cure;
As Joy and Love, and healthful Hope,
Visit some chosen heart,
And enter, softly welcomed there,
And never more depart.

The little plot of the romance approaches its close in the following tender appeal:

THE SUMMONS.

I expect you in September
With the glory of the year;
You shall make the Autumn precious,
And the death of Summer dear;
You shall help the days that shorten,
With a lengthening of delight;
You shall whisper long-drawn blisses
Through the gathering screen of night.

I will lead you, dream-enchanted,
Where the fairest grasses grow;
I will hear your murmured music
Where the fresh winds pipe and blow.
On the brown heath, well encircled,
Shall our noiseless footsteps fall—
We, communing with twin counsel,
Each to other all in all.

Leave the titles that men owe thee;
Like the first pair let us meet;
Name the world all over to me,
New created at thy feet;
Gentle task and duteous learning,
I will hang upon thy breath
With the tender zeal of childhood,
With the constancy of death.

What shall be the gods declare not—
They who stamp Love's burning coin
Into spangles of a moment,
Into stars that deathless shine.
Oh! the foolish music lingers,
For the theme is heavenly dear;
I expect you in September,
With the glories of the year.

The plot attains an exquisite rapture blended with dark foreboding in the succeeding lines:

WAITING.

I have set my house in order
For a stately step to grace;
I have bidden the mirrors keep record
Of a never-forgotten face;
I have brightened with thrifty cunning
The walls of my sylvan home;
They are beautiful in the shadow
Of him who vouchsafes to come.

I have swept the leaves from the greensward,
And the gray stones twinkle and shine;
I have loosened each fretful tangle
Of the twisted cedar and vine;
I have ordered the waters waste not
Their splendors upon mine eye,
But to wait, like my heart, for thy footsteps,
And gush when thou drawest nigh.

Myself I would dress for thy presence;
But there I must stand and weep,
Since the years that teach Love's value
His vanishing treasure sweep.
But words that are spells of magic,
And merciful looks and ways,
Shall brighten the rusted features
That faded when none did praise.

Thou gracious and lordly creature,
Do the trees, when thou passest by,
Let down their fair arms to enlace thee,
And the flowers reach up to thine eye?
Do they wait, all athrill, when thou passest,
For a touch of thy life divine?
Do they fold their meek hands when thou fleetest,
And die for a breath of thine?

My heart has leapt forth to embrace thee;
It clings, like a babe, to thy breast;
And my blood is a storm-stirred ocean
That waits for the word of rest.
Time loses his paltry measure
Now that Love's eterne draws near,
And the lingering moments that part us
Are endless in hope and fear.

Oh! what if, beyond thy sunshine,
Some gathering storm should brood?
Thy rapture, forsaking, shall leave me
Alone with God's orphanhood.
The heart thou hast blest so inly
Shall wait no inglorious breath;
Come hither, then, ye who walk twinly;
So enter here, Love and Death!

A RENCONTRE.—A party of four gentlemen, J. W. Freeland, of St. Joseph, Missouri, B. F. Freeland and brother, of Weston, and William A. Ammon were attacked by a party of ruffians when passing down in a hack from Weston and Kansas City. A desperate fight ensued. One of the ruffians was mortally wounded. The assaulting party fired about thirty shots, the party attacked returning the fire with revolvers. One of the Freelands and the hack driver are missing. The remainder of the party have arrived at Kansas City.

The Latest Lottery Swindle.

[From the Pittsburgh Chronicle.]

Among the many swindlers who prey upon the gullible public no class seems to meet with more success than the one known as "lottery dealers," and this is the more surprising from the fact that the press, time and again, has attempted to guard the credulous against imposition by exposing the schemes of these bogus concerns. Every day, however, some new scheme is put in operation, more liberal inducements offered for "investments," and new victims made. Among other plans adopted by these sharpers is that of sending "confidential letters" to parties, whose names and address they obtain. These letters are sent to all parts of the country, and a sufficient number of dupes are found to realize a handsome sum for the "enterprising" dealer. One of the latest circulars issued, purports to be from the office of Thomas Boult & Co., General Lottery Agents, New York, a copy of which we give below. The terms are certainly the most "liberal" we have yet seen, and as the design of Messrs. Boult & Co. is to increase their business, we have no doubt they will be greatly obliged to us for giving it to the public. Following is the letter:

OFFICE THOMAS BOULT & CO.—General Lottery Agents, New York City—*Dear Sir:* As we are determined to send a good prize in your neighborhood, and with this resolution we have been looking around for an opening in which, by presenting some discreet and reliable person with a prize of a few hundred dollars, it would have the desired effect to increase the number of our customers, we accidentally met with your address, and the idea occurred to us at once that you were just the person to aid us in our enterprise. We therefore make to you a proposition that must strike you as being no less novel than it is liberal; and that you may not suppose that there is any deception in it, we inform you that that the prize money does not come out of our pockets, but out of the pocket of the Lottery Managers; and we shall not lose by sending a few hundred dollars in prize money, but shall gain by it in the increased amount of business we shall expect from your neighborhood when you show the "greenbacks," and make it generally known that they are the proceeds of a prize drawn at our office. We make this offer to you in strict confidence. The proposal is plain: We are to send a certificate for a chance to draw a prize of a few hundred dollars. You are to show the money. The result will be that hundreds of dollars will be sent to us for tickets—you may be the gainer of a few hundred dollars—we shall be gainers by our sales, and the parties who send for tickets may be gainers by drawing prizes; every one that sends will, of course, expect to draw a prize, not knowing the offer we made privately to you, which is as follows: Send us $10 to pay the managers, and we will send to you, securely sealed, a certificate of a package of sixteenths of tickets in the enclosed scheme; and to set at rest any doubt you may have of our sincerity, we hereby bind ourselves to send you a second certificate in any of our brilliant extra lotteries, for nothing, if the first we send you does not draw you, clear of all expenses, twelve hundred dollars; and mark this fact, to send you twelve hundred dollars out of the managers pocket will cost us nothing, but to send you an extra certificate, will take money out of our pocket. We mention this merely to show you that it is our interest to send you a prize. We hand you an envelope with our address. Enclose us ten dollars, and state in your letter whether we shall send you a draft on your nearest bank, or shall we send you the amount in "greenbacks" by mail, which last, perhaps, will suit you better. Please let us have your order by return mail, as we shall have to order the certificate from the managers for you, and believe us, very sincerely, THOS. BOULT & CO.
(Private and confidential.)

INSURANCE.

INSURANCE COMPANY OF NORTH AMERICA—MARINE, FIRE AND INLAND TRANSPORTATION INSURANCE.
Office, No. 232 WALNUT street, south side, east of Third street.
The Properties of this Company are well invested and furnish an available fund for the ample indemnity of all persons who desire to be protected by Insurance.
MARINE RISKS taken on Vessels, Freights and Cargoes.
INLAND TRANSPORTATION RISKS on Merchandise per Railroads, Canals and Steamboats.
FIRE RISKS on Merchandise, Furniture and Buildings in City and County.
INCORPORATED IN 1794—CAPITAL, $500,000, AND PAID IN AND SECURELY INVESTED.
TOTAL PROPERTIES,
$1,700,000.
PERPETUAL CHARTER.
DIRECTORS.
Arthur G. Coffin, James N. Dickens,
Samuel W. Jones, S. Morris Wain,
John A. Brown, John Mason,
Charles Taylor, George L. Harrison,
Ambrose White, Francis R. Cope,
Richard D. Wood, Edward H. Trotter,
William Welsh, E. S. Clarke,
William E. Bowen, William Cummings,
T. Charleton Henry.
ARTHUR G. COFFIN, President.
CHARLES PLATT, Secretary.

FIRE ASSOCIATION, Incorporated March 27, 1820. OFFICE, No. 34 N. FIFTH street. Insure BUILDINGS, HOUSEHOLD FURNITURE and MERCHANDISE generally, from Loss by Fire, (in the City of Philadelphia only.)
STATEMENT of the Assets of the Association January 1, 1865.

Bonds and Mortgages on Property in the City of Philadelphia only	$697,261 83
Ground Rents	25,806 54
Real Estate. (Office, Fifth and North streets.)	14,390 15
U. S. Gov. 5-20, Bonds	45,000 00
Deposit with U. S. Assistant Treasurer	25,000 00
Cash on hand	25,629 57
	$909,557 45

TRUSTEES:
GEORGE W. TRYON, President.
Wm. H. Hamilton, Jos. R. Lyndall,
John Souder, Levi P. Coats,
Peter A. Keyser, Samuel Sparhawk,
John Philbin, Charles P. Bower,
John Carrow, Robert Shoemaker,
Geo. I. Young, Jesse Lightfoot.
my5 WILLIAM T. BUTLER, Secretary.

THE COUNTY FIRE INSURANCE COMPANY.—OFFICE NO. 110 SOUTH FOURTH STREET, BELOW CHESTNUT.
"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, merchandise, &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.
Losses adjusted and paid with all possible despatch.
DIRECTORS.
Charles J. Sutter, Edwin L. Reakirt,
Henry Crilly, John Horn,
Robert V. Massey, Jr., Joseph Moore,
Henry Budd, George Mecke,
Andrew H. Miller, James N. Stone.
CHARLES J. SUTTER, President.
BENJAMIN F. HOECKLEY, Sec'y and Treasurer.

AMERICAN FIRE INSURANCE COMPANY, INCORPORATED 1810.—CHARTER PERPETUAL.
310 WALNUT Street, above THIRD Street, PHILADELPHIA.
Having a large paid up CAPITAL STOCK and SURPLUS invested in sound and available Securities, continue to insure on Dwellings, Stores, Furniture, Merchandise, Vessels in port, and their Cargoes, and other Personal Property. All Losses liberally and promptly adjusted.
DIRECTORS.
Thomas R. Maris, John T. Lewis,
John Welsh, James R. Campbell,
Samuel C. Morton, Edmund G. Dutilh,
Patrick Brady, Charles W. Poultney,
Israel Morris.
THOMAS R. MARIS, President.
ALBERT C. L. CRAWFORD, Secretary. my23

THE PROVIDENT LIFE AND TRUST COMPANY, OF PHILADELPHIA.—Incorporated by the State of Pennsylvania, 3d month, 22d, 1865.
INSURES LIVES, ALLOWS INTEREST ON DEPOSITS AND GRANTS ANNUITIES.
CAPITAL $150,000
DIRECTORS.
Samuel R. Shipley, Richard Cadbury,
Jeremiah Hacker, Henry Haines,
Joshua H. Morris, T. Wistar Brown,
Richard Wood, Wm. C. Longstreth,
Chas. F. Coffin.
SAMUEL R. SHIPLEY, President.
ROWLAND PARRY, Actuary.
OFFICE.
au24-1y No. 111 South Fourth Street

FAME INSURANCE COMPANY, No. 406 CHESTNUT STREET, PHILADELPHIA.
FIRE AND INLAND INSURANCE
DIRECTORS.
Francis N. Buck, Jno. W. Everman,
Charles Richardson, Robert B. Potter,
Henry Lewis, Jno. Kessler, Jr.,
Samuel Wright, E. D. Woodruff,
P. S. Justice, Chas. Stokes,
Geo. A. West, Jos. D. Ellis.
FRANCIS N. BUCK, President.
CHAS. RICHARDSON, Vice President.
W. I. BLANCHARD, Secretary.

INSURANCE.

DELAWARE MUTUAL SAFETY INSURANCE COMPANY, INCORPORATED BY THE LEGISLATURE OF PENNSYLVANIA, 1835.
OFFICE S. E. CORNER THIRD AND WALNUT STREETS, PHILADELPHIA.
MARINE INSURANCE,
ON VESSELS, CARGO, FREIGHT, } To all parts of the world.
INLAND INSURANCES
On Goods, by River, Canal, Lake, and Land Carriage, to all parts of the Union.
FIRE INSURANCES,
On Merchandise generally,
On Stores, Dwelling Houses, &c.

ASSETS OF THE COMPANY, November 1, 1865.

$100,000	United States 5 per cent. loan, '71	$95,000 00
120,000	United States 6 per cent. loan, '81	128,100 00
200,000	United States 7 3-10 per cent. loan Treasury Notes	194,375 00
100,000	State of Pennsylvania Five Per Cent. Loan	90,555 00
54,000	State of Pennsylvania Six Per Cent. Loan	53,250 00
125,000	City of Philadelphia Six Per Cent. Loan	112,812 50
20,000	Pennsylvania Railroad First Mortgage Six Per Cent. Bonds	20,000 00
25,000	Pennsylvania Railroad Second Mortgage Six Per Cent Bonds	23,750 00
25,000	Western Penna. Railroad Mortgage Six Per Cent. Bonds	23,750 00
11,000	300 Shares Stock Germantown Gas Company, principal and interest guaranteed by the City of Philadelphia	13,537 50
7,150	143 Shares Stock Penna. Railroad Company	8,580 00
5,000	100 Shares Stock North Pennsylvania Railroad Company	3,250 00
40,000	Deposit with the United States Government, subject to 10 days call	40,000 00
20,000	State of Tennessee Five Per Cent. Loan	18,900 00
170,700	Loans on Bonds and Mortgage, first liens on City Property	170,700 00
1,036,850 Par.	Market value	996,560 00
	Real Estate	36,000 00
	Bills receivable for insurance made	121,013 87
	Balances due at Agencies.—Premiums on Marine Policies. Accrued Interest, and other debts due the Company	40,511 44
	Scrip and Stock of sundry Insurance and other Companies, $5,183. Estimated value	2,910 00
	Cash in Banks $55,956 89	
	Cash in Drawer 678 48	
		$56,635 73
		$1,253,630 18

DIRECTORS.
Thomas C. Hand, Samuel E. Stokes,
John C. Davis, J. F. Peniston,
Edmund A. Souder, Henry Sloan,
Theophilus Spalding, William G. Boulton,
John R. Penrose, Edward Darlington,
James Traquair, H. Jones Brooke,
Henry C. Hallett, Jr., Edward Lafourcade,
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Joseph H. Seal, Joshua P. Eyre,
George G. Leiper, Spencer McIlvaine,
Hugh Craig, J. B. Semple, Pittsburgh,
Robert Burton, A. B. Berger, Pittsburgh,
John D. Taylor, D. T. Morgan, Pittsburgh.
THOMAS C. HAND, President.
JOHN C. DAVIS, Vice President.
HENRY LYLBURN, Secretary. de13tnol

JEFFERSON FIRE INSURANCE COMPANY OF PHILADELPHIA.—Office Northeast corner of THIRD and BUTTONWOOD streets (late Tammany).
Incorporated by the Legislature of Pennsylvania. CHARTER PERPETUAL. Capital authorised by law, $100,000. Make Insurance against Loss or Damage by Fire of Public or Private Buildings, Furniture, Stocks, Goods and Merchandise, on favorable terms.
DIRECTORS.
George Erety, Christopher H. Miller,
August C. Miller, Frederick Staake,
John F. Belsterling, Jonas Bowman,
Henry Troemner, Frederick Doll,
William McDaniel, Jacob Schandler,
George Butz, Jr., Stephen Smith,
Henry Garker, Samuel Miller,
Edward P. Moyer.
GEORGE ERETY, President.
JOHN F. BELSTERLING, Vice President.
PHILIP E. COLEMAN, Secretary.

PHŒNIX INSURANCE COMPANY OF PHILADELPHIA.
INCORPORATED 1804—CHARTER PERPETUAL.
NO. 224 WALNUT Street, opposite the Exchange.
In addition to MARINE and INLAND INSURANCE 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 more than SIXTY YEARS, during which all losses have been promptly adjusted and paid.
DIRECTORS.
John L. Hodge, Lawrence Lewis, Jr.,
William McKee, David Lewis,
M. B. Mahony, Benjamin Etting,
John T. Lewis, Thomas H. Powers,
William S. Grant, A. R. McHenry,
Robert W. Leaming, Edmond Castillon,
D. Clark Wharton, Samuel Wilcox.
JOHN R. WUCHERER, President.
SAMUEL WILCOX, Secretary.

FIRE INSURANCE EXCLUSIVELY. — THE PENNSYLVANIA FIRE INSURANCE COMPANY—Incorporated 1825—Charter Perpetual—No. 510 WALNUT Street, opposite Independence Square.
This Company, favorably known to the community for over forty years, continues to insure against loss or damage by fire, on Public or Private Buildings, either permanently or for a limited time. Also, on Furniture, Stocks of Goods and Merchandise generally, on liberal terms.
Their Capital, together with a large Surplus Fund is invested in the most careful manner, which enables them to offer to the insured an undoubted security in the case of loss.
DIRECTORS.
Daniel Smith, Jr., John Devereux,
Alexander Benson, Thomas Smith,
Isaac Hazlehurst, Henry Lewis,
Thomas Robins, J. Gillingham Fell.
Daniel Haddock, Jr.
DANIEL SMITH, Jr., President.
WILLIAM G. CROWELL, Secretary.

AMERICAN MUTUAL INSURANCE COMPANY.—Office Farquhar Building, No. 12 WALNUT Street. MARINE AND INLAND INSURANCES.—Risks taken on vessels, cargoes and freights to all parts of the world, and on goods on inland transportation on rivers, canals, railroads and other conveyances throughout the United States.
WILLIAM CRAIG, President,
PETER CULLEN, Vice President.
ROBERT J. MEE, Secretary.
DIRECTORS.
William Craig, Henry C. Dallett,
Peter Cullen, Wm. S. Lowber,
John Dallett, Jr., J. Johnston Brown,
William H. Merrick, Samuel A. Rulon,
Benj. W. Richards, Mason Hutchins,
Gillies Dallett, Henry L. Elder,
Wm. M. Baird, S. Rodman Morgan,
Pearson Serrill.

DRUGS.

COD LIVER OIL.—Twenty-five barrels, new made, Cod Liver Oil, of very superior quality; Carb. Ammonia, just received, in jars; also, just received, twenty-five barrels very superior Alcohol, warranted 95 per cent., in the best of packages, and for sale by
JOHN C. BAKER & CO.,
oc21-1y No. 718 Market street.

HODGSON'S BRONCHIAL TABLETS.—The Alleviation of Bronchitis, Catarrh, Hoarseness, and Similar Complaints, affecting the Organs of the Voice. Public Speakers, Singer and Amateurs have been greatly benefited by using these Tablets, and their high appreciation of their intrinsic merit, particularly recommends them to persons affected with BRONCHITIS, HOARSENESS, and CATARRH of the HEAD and BREAST. For sale by Druggists generally.
Prepared only by LANCASTER & WILLS, Apothecaries, northeast corner Arch and Tenth streets, Philadelphia. oc12

NEW STRENGTHENING AND REVULSIVE PLASTERS, with the pliancy of silk, the strength and softness of kid. For affections of the Chest, pains, weakness, &c., &c. They are cleanly and odorless, comfortable and effective. Sold by HUBBELL, Apothecary, 1410 Chestnut street. au16

DRUGGISTS' SUNDRIES. — Graduates — Mortars, Pill Tiles, Combs, Brushes, Mirrors, Tweezers, Puff Boxes, Horn Scoops, Surgical Instruments, Trusses, Hard and Soft Rubber Goods, Vial Cases, Glass and Metal Syringes, &c., all at "First Hands" prices.
SNOWDEN & BROTHER,
ap5-tf 23 South Eighth street.

ROBERT SHOEMAKER & CO., N. E. CORNER FOURTH AND RACE STREETS, Wholesale Druggists, Manufacturers and Dealers in Window Glass, White Lead, and Paints of every description, offer to the trade, or consumers, a complete stock of goods in their line, at the lowest market rates.
ROBERT SHOEMAKER & CO.,
Northeast corner Fourth and Race streets.

MAGNESIA—Jenning's Calcined, in 10lb. round tins and boxes, also in bottles. Jenning's Carbonate of Magnesia, in 2 oz. and 4 oz. papers. Heavy Calcined Magnesia lynding and for sale by CHARLES ELLIS, SON & CO., Druggists, Market and Seventh streets, Philadelphia. se16

ESSENTIAL OILS.—PURE OILS OF ALMONDS, Lemon, Bergamot, Anise, Carraway, Cloves, Orange, Wintergreen, Cinnamon, Lavender, Juniper, Cognac, Peppermint, Sassafras, Rose, Rose Geranium, Citronella, Verbena, &c., all of warranted quality. For sale by WILLIAM ELLIS, & Co., Druggists, Nos. 724 and 722 Market street. e27

DRUGS.—A LARGE AND GENERAL STOCK OF Drugs, Chemicals and Pharmaceutical Preparations, for sale by WILLIAM ELLIS & CO., Druggists, Nos. 724 and 722 Market street.

BAY RUM.—Just received, an invoice of Genuine Imported Bay Rum, for sale by the gallon, by ROBERT SHOEMAKER & CO., Druggist, N. E. corner Fourth and Race streets.

THE NEW "PILE PIPE."—A SIMPLE CLEANLY and portable contrivance for the application of unguents to the internal surface of the rectum. Sold by HUBBELL, Apothecary, 141 Chestnut street.

COAL.

S. MASON BINES. JOHN J. SHEAFF.
THE UNDERSIGNED INVITE ATTENTION TO their stock of
Buck Mountain Company's Coal,
Lehigh Navigation Company's Coal, and
Locust Mountain,
which they are prepared to sell at the lowest market rates, and to deliver in the best condition.
Orders left with S. MASON BINES, Franklin Institute Building, SEVENTH street, below Market, will be promptly attended to. BINES & SHEAFF,
se6,tf Arch Street Wharf, Schuylkill.

COAL.—SUGAR LOAF, BEAVER MEADOW AND Spring Mountain, Lehigh Coal, and best Locust Mountain from Schuylkill, prepared expressly for family use. Depot, N. W. corner EIGHTH and WILLOW streets. Office, No. 112 South SECOND street.
mb27 J. WALTON & CO.

FOR SALE—A copper STILL, for Alcohol; in complete order. Apply to
JOHN C. BAKER & CO.,
718 Market street.

TRAVELING GUIDE.

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 train 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 7.25 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 2.30 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 1.48 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, January 8th, 1866. 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, Magnolia and Stemmer's Run.
Delaware R.R. Train, 8.15 A.M. (Sunday excepted), for Salisbury, Milford and intermediate stations.
Way-mail Train, at 9.15 A. M. (Sundays excepted), for Baltimore, stopping at Chester, Thurlow, Linwood, Claymont, and all regular stations between Wilmington and Baltimore.
Express Train at 2.45 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Claymont, Wilmington, Newark, Elkton, North-East, Perryville, Havre-de Grace, Aberdeen, Perryman's, Magnolia and Stemmer's Run.
Night Express at 11.15 P. M. for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newark, Elkton, North-East, Perryville and Havre-de-Grace.
Passengers by boat from Baltimore for Fortress Monroe, Norfolk, City Point and Richmond will take the 9.15 A. M. Train.
As an additional accommodation for those holding through tickets for Baltimore, Washington and Southern points, a special car will leave the Philadelphia Depot at 11.30 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 8.15, 11.15 A.M., 3.30, 5.00 and 7.00 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 5.00 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., 4.30 and 9.55 P.M.
CHESTER FOR PHILADELPHIA.
Leave Chester at 8.01, 8.58 and 10.14 A. M., 12.36, 3.43, 5.01, 5.44 and 10.29 P. M.
From Baltimore to Philadelphia.—Leave Baltimore 8.25 A. M., Way Mail. 1.10 P. M., Express. 6.35 P. M., Express. 9.25 P. M., Express.
An Accommodation Train for Havre-de-Grace and intermediate stations, will leave Baltimore at 4.10 P. M.
Trains for Baltimore leave Chester at 9.52 A. M., 3.23 and 11.50 P. M.
Trains for Baltimore leave Wilmington at 12.27, 5.13 10.33 A. M., and 4.00 P. M.
SUNDAY TRAINS.
Express Train at 4.05 A. M. for Baltimore and Washington, stopping at Wilmington, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Magnolia and Stemmer's Run.
Night Express 11.15 P. M. for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newark, Elkton, North-East, Perryville and Havre de Grace.
A Special Train will leave Philadelphia for Wilmington and Intermediate Stations at 9.00 P. M.
BALTIMORE FOR PHILADELPHIA.
Leave Baltimore at 9.25 P. M., stopping at Havre de Grace, Perryville and Wilmington. Also stop 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 and Intermediate Stations 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

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 2.45 P. M.; at Mahanoy City at 3 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 Lamberville 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 6.18 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 8 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. 113 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	" 1.30 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, 3½, 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, 4½, 6, 6½, 7, 8, 9, 10, 11 P. M.
The 8.20 down train, and the 3½ and 5½ up trains do not stop on Germantown Branch.
ON SUNDAYS.
Leave Philadelphia—9.10 minutes, A. M.; 2, and 7 10½, P. M.
Leave Germantown—8 A. M.; 1, 6 and 9¼, 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, 5¼, 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 5½ 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—7 A. M., and 5 P. M.
FOR MANAYUNK.
Leave Philadelphia—6, 8.35, 11.05 A. M.; 1½, 3, 4½, 5¾, 6¼, 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.

FOR NEW YORK—BY THE NEW RAILROAD ROUTE FROM CAMDEN. LOW FARE.
ON AND AFTER MONDAY, JAN. 8TH, 1866, the Express Train of the Raritan and Delaware Bay Railroad will leave Camden, from Vine Street Ferry at 11 P. M.
Through in five hours. Fare $2 00. Excursion Tickets good for three days, $3 00.
Freight Train leaves at 12.10 P. M. and arrives in New York next morning.
FROM NEW YORK, Express line leaves Pier No. 3 at 12.20 P. M. and arrives in Camden at 5.30 P. M.
Freight and Accommodation line leaves at 4 P. M. and arrives at Camden at 11 P. M.
Freight taken at low rates. Apply to L. B. Cole, Agent Cooper's Point, Camden.
ja6-tf W. S. SNEDEN, Superintendent.

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.

[1854.] PHILADA., WILMINGTON AND BALTIMORE RAILROAD VIA BALTIMORE AND OHIO RAILROAD. [1854.]
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,
fe17-tf Office Sixth street, above Chestnut.

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 2.10 P. M.
The train leaving Philadelphia at 8.05 A. M., connects at Oxford with a daily line of stages from Peach Bottom in 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.

TRAVELING GUIDE.

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,	2 25
At 12 M. (noon) and 8 P. M., 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 and 10 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 10 A. M. and 5 P. M. Line runs direct through to Trenton.
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, 5 and 6.45 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. On Sunday, Omnibusses will leave Walnut street wharf at 6 P. M. to connect with 6.45 P. M. line.
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.
Tickets sold and baggage checked direct through to Boston.
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 Pier No. 1 N. River, at 6 A. M. and 2 P. M., via Amboy and Camden. At 12 M., 3 and 6 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 Leave North Pennsylvania Reading R.R. Depot. nia 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 3.15 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.

REAL ESTATE.

TO CAPITALISTS, BUSINESS MEN, &c.—PUBLIC SALE, TO CLOSE A PARTNERSHIP CONCERN.—THOMAS & SONS, Auctioneers. VERY VALUABLE PROPERTY, MARKET street, west of Eighth street. FOUR-STORY BRICK STOREHOUSE, RAILROAD TRACKS, &c. Lot 35 feet 3 inches on Market street, 306 feet in depth through to Filbert street. Two fronts. On TUESDAY, Jan. 16th, 1866, at 12 o'clock, noon, will be sold at public sale, at the Philadelphia Exchange, *the following described property, clear of all incumbrance, viz:* All that substantial four-story brick storehouse, railroad track and fixtures, and the lot of ground thereunto belonging, situate on the north side of Market street, No. 811, between Eighth and Ninth streets; containing in front on Market street 32 feet 3 inches, and extending in depth of that width, about 70 feet, then widening to 33 feet, and extending of that increased width to Filbert street, the entire depth from Market to Filbert street being 306 feet.—The building is four stories on Market street, extending in depth 75 feet; on Filbert street it is three stories, extending in depth 70 feet; the centre of the building is two stories, as follows: second-story room 24 by 161 feet; sky-lights over track, which light lower floor and cellar. The track inside of building, 294 feet. The three rooms on Market street and the two rooms on Filbert street are lathed and plastered, suitable for any business, the second story room on Market street, now occupied by a job printer; the third and fourth story rooms on Market street contain all the fixtures complete for a first-class Gymnasium and Bowling Saloon—they are included with the property and now rented. It was built by Messrs. Kilgore & Hudders in the very best manner, without regard to expense; superior truss girders throughout; best spruce joists, &c. It was built and arranged for a first-class forwarding and commission business, for which purpose it is now and has been for several years occupied. It is arranged with extensive railroad tracks, platforms, counting-houses, sky-lights, &c. The Filbert street front is convenient for loading and unloading, &c.
The above is one of the most extensive and valuable properties on Market street, and is well adapted for the business for which it is now used or any other extensive business, and it is very seldom such a valuable and extensive property can be had in the centre of the most desirable business portion of the city.
Possession of the warehouse, &c., on the execution of the deed.
TERMS—$20,000 may remain on mortgage.
May be examined any day previous to sale.
M. THOMAS & SONS, Auctioneers,
ja3,10,15 139 and 141 South Fourth street.

ARCH STREET.—FOR SALE—A handsome four-story brick Residence (marble first story) with three-story double back buildings, finished throughout in a superior manner, with every modern convenience and improvement expressly for the occupancy of the present owner, situate on the south side of Arch street, west of Twentieth street. Lot 170 feet deep to a street. J. M. GUMMEY & SONS, 508 Walnut street.

GERMANTOWN.—FOR SALE.—A handsome double stone Residence, with stable and carriage house, and one acre of ground, very desirably located, within five minutes' walk from the railroad station. Has every city convenience, stationary basins, water closet, &c., and in excellent order. Grounds well-shaded and improved, with choice shrubbery.—J. M. GUMMEY & SONS, 508 Walnut street.

CHESTNUT STREET.—FOR SALE—A desirable three-story brick Residence, with three-story double back buildings, attics and every modern convenience; situate on the south side of Chestnut street, west of Sixteenth. Lot 20 feet front by 150 feet deep to a street. J. M. GUMMEY & SONS, 508 Walnut street.

SIXTEENTH STREET—FOR SALE—AN eligible three-story dwelling, with double back buildings, 117 North Sixteenth street; every convenience. Apply to J. H. CURTIS & SON, Real Estate Brokers, 433 Walnut street.

FOR SALE A DESIRABLE THREE-STORY brick house, with three-story double back buildings, 1401 Thompson street; all modern improvements. Apply to J. H. CURTIS & SON, Real Estate Brokers, 433 Walnut street.

FOR SALE—The valuable property No. 1214 CHESTNUT street, 25 feet front by 235 feet deep to Sansom street.
Apply at 43 NORTH THIRD STREET.
ja10-1m

FOR SALE.—The three-story Brick Residence, with three-story double back buildings and furnished with every modern convenience, situate No. 120 South Twenty-first street. In excellent order. J. M. GUMMEY & SONS, 508 Walnut street.

FOR SALE.—The Three story Brick Residence with double back-buildings and the modern conveniences; situate on the northeast corner of Thirteenth and Cuthbert streets, below Arch. Is in excellent repair. J. M. GUMMEY & SONS, 508 Walnut st.

TO RENT.—SECOND, THIRD and FOURTH FLOORS of premises No. 117 North WATER street, suitable for storage or manufacturing 30x135 feet. Apply to C. D. RITCHIE,
ja12-6t No. 508 Walnut street.

HOTELS.

HOTEL.—The PIERREPONT HOUSE, BROOKLYN HEIGHTS, L. I., is open.
We congratulate our friends and the public that the above Hotel is now conducted upon a liberal plan. Being newly furnished throughout and having the best table the market affords, we recommend our Philadelphia friends to patronize our old townsman, Mr. Peters, of the firm of
PETERS & WILSON, Proprietors.
DECEMBER 25, 1865. de26-1