From our Third Edition of Yesterday

XXXIXTH CONGRESS—FIRST SESSION.

WASHINGTON, Jan. 17.

SENATE.—The chair laid before the Senate the credentials of Wm. A. Graham, Senator elect from North Carolina, which were ordered to lie on the table.

Mr. Anthony (R. I.), from the Printing Committee, reported a resolution for the printing of 10,000 copies of the late message of the President, and reports of Grant and Schurz, on the condition of the Southern States. Passed.

Mr. Wiley (W. Va.) introduced a bill ceding to the State of West Virginia certain lands and tenements at Harper's Ferry, belonging to the United States. Referred to the Military Committee.

Mr. Chandler (Mich.), offered a resolution which was adopted calling for whatever information the President may have received touching the violation of the neutrality laws by the army occupying the right bank of the Rio Grande.

Mr. Wilson (Mass.) called up the bill to increase and fix the military peace establishment of the United States. Read and passed over.

HOUSE.—The House laid on the table the bill to incorporate the National Protective Homestead Company—yeas 120, nays 32.

Markets.

NEW YORK, Jan. 17.—Cotton is steady. Flour, sales of 8,000 bbls., $7@8 80 for State, $8 40@10 35 for Ohio, and $7@8 35 for Western. Southern steady, 450 bbls. sold at $8 80@15; Canada flour firmer, 300 bbls. sold at $8 05@11 25. Wheat dull, New Amber State, $2 25. Corn dull. Oats dull at 1@2c. Beef quiet. Pork buoyant at $31 62½ for mess. Lard steady. Whisky dull.

Stocks are better; Chicago and Rock Island 105 Cumberland preferred, 44½; Ill. Central, 127½; N. Y Central, 94; Reading, 102¾; Hudson River, 105¾; Canton Company, 44⅝; Erie, 93⅞; Coupon 6s, 1881, 103⅞; Coupon 5s, 1862, 104; ditto, 1864, 102; ditto, 1865, 102¼; Ten-Forties, 98¼@99¼; One Year Certificates, 98⅝; Gold, 140⅜.

The Otero Murder Case.

The trial of Jose Gonzales y Fernandez for the murder of Jose Garcia Otero, was continued yesterday in the Kings county, Court of Oyer and Terminer, at Brooklyn. District Attorney Morris opened the case for the prosecution in an address to the jury. Judge Gilbert aimed a blow at the press by issuing an order prohibiting the publication of the testimony in the case until after the trial of Pellicier, the accomplice of the prisoner. Counsel on both sides opposed the order, whereupon the Judge revoked it. Numerous witnesses were examined for the prosecution, establishing a chain of circumstances that strongly indicated the complicity of the prisoner in the crime charged against him. The case will be continued this forenoon.—*N. Y. Herald, to-day.*

COURTS.

NISI PRIUS—Justice Read.—The Pennsylvania Railroad Company et all. Yesterday Mr. Charles Gibbons commenced his argument in behalf of the complainants. He referred in his opening to the immense array of talent on the other side, and suggested that any great criminal could always secure the services of eminent counsel in order by the personal and professional aid to influence by their sympathies a great portion of the community. The magnitude of the interest involved is this controversy, would excuse the wide range which the discussion had taken. After referring to the struggle for the commerce of the West, Mr. Gibbons adverted to the history of the effort in Pennsylvania, commenced as early as 1791, when the State purchased from the Federal Government the Lake Shore coast, and thus secured possession of the harbor of Erie. Then commenced the work of the State, for the purpose of opening communication between Erie and the Atlantic ports, especially Philadelphia Turnpikes and Plank Roads, were first suggested, and it was remarkable that when the State depended upon their alone for her internal commerce, the ships for the port of Philadelphia traded with every port in the world. In 1837 the Sunbury and Erie Railroad Company was incorporated, but notwithstanding the legislation designed to benefit the Company, it failed to construct the road, and, finally, under the provisions of the act of 1860, the contract was made with the Pennsylvania R. R. Company, which corporation agreed to do that which the citizens of Philadelphia had failed to do.

This morning, before Mr. Gibbons resumed his argument, Mr. Cuyler read a large number of affidavits to show that the policy of the Pennsylvania Railroad Company had always been to discriminate in favor of Philadelphia, and, in doing this, had been engaged in contests with rival roads, whereby she suffered great loss until she succeeded in obtaining from the New York companies a recognition of the right of Philadelphia to have a reduction in the rate of tolls.

Mr. Gibbons resumed his argument, and answered the point taken by Mr. Wharton, that the contract between the Philadelphia and Erie and the Catawissa Railroad Company carried an easement appurtenant to the franchise. Admitting that it was such an easement appurtenant, as no franchise passed, there could be no transfer of the easement. The contract itself was made at a time when the most friendly relations existed between the parties. It was a treaty of peace. It was impossible to conceive that if these parties had occupied a hostile positon in 1860, the Sunbury and Erie Railroad Company would have voluntarily have delegated any portion of their franchises to the Catawissa Railroad Company. Judge Black had asked why it was, if the agreement could be made between the Pennsylvania Railroad Company, and the Philadelphia and Erie Railroad Company, why could not the contract between the Catawissa and the Atlantic and Great Western Companies. This question was very easily answered. The lease of the Sunbury and Erie Railroad to the Pennsylvania Railroad Company worked no injury to the Catawissa Railroad Company, but rather a benefit, but the lease of the Catawissa Railroad Company to the Atlantic and Great Western Railroad Company does work a very serious injury to the Philadelphia and Erie Railroad Company. It transfers to an avowed enemy what was granted to a friend with the understanding that it would not be used to our detriment; in the confidence that it would be used for the mutual benefit of both the contracting parties; in the condidence that it would not be disposed of to any corporation then in existence, and which might hereafter be created through these speculators of the Royal Exchange.

Mr. Gibbons next discussed the question whether the Court had jurisdiction in this case. He urged that it was a clear case for the interposition of the Chancellor. It was not an application for the enforcement of any forfeiture. All that was asked was that this contract shall be surrendered to be canceled.

At 12 o'clock Justice Read announced that he had to join his brethren in the Supreme Court in consultation, and the argument was postponed until to-morrow.

QUARTER SESSIONS—Judge Allison.—Andrew Godson (colored) was convicted of a charge of stealing a lot of chickens.

Henry Jackson was convicted of a charge of stealing a barrel of mackerel.

WISCONSIN.—The whole debt of the State is $2,664,553. During 1865 State bonds to the amount of $568,200 have been redeemed. Provision has also been made for the payment in February next, of $528 temporary loans, and $359,753 currency receipts, which will leave the whole debt of the State $1,776,770, about $2 for each person in the State; and of which $1,557,100 is due to the Educational fund. In other words, Wisconsin will be her own creditor. The estimated receipts for 1865 are $1,682,041, and expenditures (including payments on the State debt of $912,000), $1,677,000. There has been paid out of the State Treasury for war purposes $3,900,000. There has been raised by cities, towns and counties, for war purposes during the war, $7,752,505; total by the State, $11,652,505. In consideration of these heavy burdens, the Governor advises that all unnecessary appropriations be avoided by the Legislature. The Governor advises that all the trust funds held by the State be invested exclusively in State bonds. The whole amount of taxable lands in the State is 17,563,316 52 acres; valuation of the same, $91,453,093 54. Valuation of city and village property, $33,151,291. Aggregate valuation of all real property, $124,604,984.

Sales at Philadelphia Stock Board.

SALES AFTER FIRST BOARD.

$2000 Phil & Sun R 7s	90	400 sh Catawis pf	43½
1000 U S 5-20s '64 reg	102¼	400 sh do s10	43½
2000 U S 7 3-30s June	98⅞	100 sh do b28	44
1100 Sch Nav 6s '82	77	100 sh do b30	44
500 U S 6s '81	103	200 sh do s10	43⅝
100 sh Maple Shade b30	5	100 sh do s5wn	43⅝
600 sh do	4 94-100	100 sh do 2 ds	43¾
400 sh Sugar Creek Development b30	1⅞	100 sh McElrath Oil	2
200 sh Ocean Oil s5	18¾	100 sh Phil & Erie b20	30

SECOND BOARD.

$1500 City 6s new	92½	500 sh Sugar Valley	3¾
1000 Phil & Erie 6s	88	400 sh McElrath Oil	2
200 sh Phil & Erie R b30	30	200 sh Cornplanter	1 1-16
100 sh do	29⅞	100 sh Reading R	51⅛
200 sh Susq Can	8½	8 sh Far & Mech bk	120
700 sh do b60	9		

LOST AND FOUND.

LOST—A CERTIFICATE FOR TEN SHARES partially paid stock of the CORN EXCHANGE BANK OF PHILADELPHIA, standing in the name of the undersigned—application has been made to the Board of the Corn Exchange National Bank for a new certificate. JOHN MURTLAND, 323 S. Front street.
PHILADA., Jan. 8th, 1866. ja9-18t*

CLOAKS.

BARGAINS! BARGAINS!! BARGAINS!!!
LADIES ATTEND.
MRS. HENRY, No. 88 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

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	800 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
30,000	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
1,036,350	Par. Market value	996,560 00
	Real Estate	36,000 00
	Bills receivable for insurance made	121,013 37
	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 7
		$1,253,650 18

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

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, Samuel W. Jones, John A. Brown, Charles Taylor, Ambrose White, Richard D. Wood, William Welsh, William E. Bowen, James N. Dickson, S. Morris Wain, John Mason, George L. Harrison, Francis R. Cope, Edward H. Trotter, E. S. Clarke, 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	$697,361 83
Ground Rents	26,806 64
Real Estate. (Office, Fifth and North streets.)	14,590 15
U. S. Gov. 5-20, Bonds	45,000 00
Deposit with U. S. Assistant Treasurer	25,000 00
Cash on hand	25,629 47
	$909,557 41

TRUSTEES:
GEORGE W. TRYON, President,
Wm. H. Hamilton, John Souder, Peter A. Keyser, John Philbin, John Carrow, Geo. I. Young, Jos. R. Lyndall, Levi P. Coats, Samuel Sparhawk, Charles P. Bower, Robert Shoemaker, Jesse Lightfoot.
my5 WILLIAM T. BUTLER, 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, William McKee, M. B. Mahony, John T. Lewis, William S. Grant, Robert W. Leaming, D. Clark Wharton, Lawrence Lewis, Jr., David Lewis, Benjamin Etting, Thomas H. Powers, A. R. McHenry, Edmond Castillon, Samuel Wilcox.
JOHN R. WUCHERER, President.
SAMUEL WILCOX, 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, Henry Crilly, Robert V. Massey, Jr., Henry Budd, Andrew H. Miller, Edwin L. Reakirt, John Horn, Joseph Moore, George Mecke, James N. Stone.
CHARLES J. SUTTER, President.
BENJAMIN F. HOECKLEY, Sec'y and Treasurer.

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., Alexander Benson, Isaac Hazlehurst, Thomas Robins, John Devereux, Thomas Smith, Henry Lewis, 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, Peter Cullen, John Dallett, Jr., William H. Merrick, Benj. W. Richards, Gillies Dallett, Wm. M. Baird, Henry C. Dallett, Wm. S. Lowber, J. Johnston Brown, Samuel A. Rulon, Mason Hutchins, Henry L. Elder, S. Rodman Morgan, Pearson Serrill.

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 Welsh, Samuel C. Morton, Patrick Brady, John T. Lewis, James R. Campbell, Edmund G. Dutilh, 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, Jeremiah Hacker, Joshua H. Morris, Richard Wood, Richard Cadbury, Henry Haines, T. Wistar Brown, Wm. C. Longstreth, Chas. F. Coffin.
SAMUEL R. SHIPLEY, President.
ROWLAND PARRY, Actuary.
OFFICE.
au21-ly No. 111 South Fourth Street

INSURANCE.

FIRE INSURANCE.
Liverpool and London and Globe
INSURANCE COMPANY.

Authorized Capital,	$10 Millions.
Invested Funds, over	16 Millions.
Yearly Revenue, over	5 Millions.
Invested in the United States, over	$1,500,000.

All losses promptly adjusted without reference to England.
ATWOOD SMITH,
General Agent for Pennsylvania,
OFFICE,
No. 6 Merchants' Exchange,
de16,s,tu,th to fe9 PHILADELPHIA.

THE HOME
INSURANCE COMPANY
OF PHILADELPHIA,
No. 150 South Fourth st, above Walnut street.
CHARTER PERPETUAL.
This Company insures against loss or damage by FIRE on PUBLIC and PRIVATE buildings, FURNITURE and MERCHANDISE generally, City or Country. Also insures dwellings perpetually by deposits of premium.
DIRECTORS.
JAMES BROWN, CHARLES A. DUY, WILLIAM D. LEWIS, WM. N. NEEDLES, JOHN D. TAYLOR, THOMAS KIMBER, Jr., LEMUEL COFFIN, J. HILLBORN JONES, JOHN WOODSIDE, WILLIAM B. BULLOCK, WM C. LONGSTRETH, JOHN N. HUTCHINSON.
JAMES BROWN, President.
CHAS. A DUY, Vice President.
THOMAS NEILSON, Secretary. ja13s,tu,th1y

THE RELIANCE INSURANCE COMPANY OF PHILADELPHIA.
Incorporated in 1841. Charter Perpetual.
OFFICE, No. 308 WALNUT STREET.
CAPITAL, $300,000,
Insures against loss or damage by FIRE, on Houses, Stores and other Buildings, limited or perpetual, and on Furniture, Goods Wares and merchandise in town or country.
LOSSES PROMPTLY ADJUSTED AND PAID.
ASSETS $408,004 79
Invested in the following securities. viz:

First Mortgages on City Property, well secured	$124,100 00
United States Government Loans	135,000 00
Philadelphia City 6 per cent. Loans	55,000 00
Pennsylvania $3,000,000 6 per cent. Loan	21,000 00
Pennsylvania Railroad Bonds, first and second Mortgages	35,000 00
Camden and Amboy Railroad Company's 6 per cent. Loan	6,000 00
Philadelphia and Reading Railroad Company's 6 per cent. Loan	5,000 00
Huntingdon and Broad Top 7 percent. mortgage bonds	4,560 00
County Fire Insurance Company's Stock	1,050 00
Mechanics' Bank Stock	4,000 00
Commercial Bank of Pennsylvania Stock	10,000 00
Union Mutual Insurance Company's Stock	380 00
Reliance Insurance Company of Philadelphia's Stock	1,000 00
Cash in bank and on hand	5,914 79
	$408,004 79

DIRECTORS.
Clem. Tingley, Wm. Musser, Samuel Bispham, H. L. Carson, Robert Steen, Wm. Stevenson, Benj. W. Tingley, Marshall Hill, Charles Leland, Thomas H. Moore, Samuel Castner, Alfred English, James T. Young.
CLEM TINGLEY, President.
THOMAS C. HILL, Secretary.
PHILADELPHIA, December 1, 1865. de20-th,s,tu,tf

ANTHRACITE INSURANCE COMPANY.—CHARTER PERPETUAL.
Office, No. 311 WALNUT street, above Third, Phila.
Will insure against Loss or Damage by Fire, on Buildings, either perpetually or for a limited time, Household Furniture and Merchandise generally.
Also—Marine Insurance on Vessels, Cargoes and Freight. Inland Insurance to all parts of the Union.
DIRECTORS.
Wm. Esher, D. Luther, Lewis Audenried, J. R. Blakiston, Jos. Maxfield, David Pearson, Peter Sieger, J. E. Baum, Wm. F. Dean, John Ketcham.
WM. ESHER, President.
WM. F. DEAN, Vice-President.
WM. M. SMITH, Secretary

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 authorized 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, August C. Miller, John F. Belsterling, Henry Troemner, William McDaniel, George Butz, Jr., Henry Garker, Christopher H. Miller, Frederick Staake, Jonas Bowman, Frederick Doll, Jacob Schandler, Stephen Smith, Samuel Miller, Edward P. Moyer.
GEORGE ERETY, President.
JOHN F. BELSTERLING, Vice President.
PHILIP E. COLEMAN, Secretary.

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

COPARTNERSHIPS.

THE PARTNERSHIP heretofore existing under the firm of CALDWELL, SAWYER & CO., at Philadelphia and New York, HALL, CALDWELL & CO., and E. R. SAWYER & CO., at Boston, is this day dissolved. Either of the partners will sign in liquidation.
F. A. HALL,
SETH CALDWELL, JR.,
E. R. SAWYER,
N. P. GORDON.
PHILADELPHIA, January 1, 1866.

THE UNDERSIGNED have this day entered into co-partnership, and will continue the Coal business under the firms of CALDWELL, GORDON & CO., at 112 Walnut street, Philadelphia, and No. 35 Trinity Building, New York, and of HALL, CALDWELL & CO., at 144 State street, Boston
F. A. HALL,
SETH CALDWELL, JR.,
N. P. GORDON,
SAMUEL B. YOUNG.
PHILADELPHIA, January 1, 1866.

THE UNDERSIGNED have this day entered into co-partnership, and will continue the Coal business under the firms of QUINTARD, SAWYER & WARD, at No. 9 Pine street, New York, and 118 Walnut street, Philadelphia, E. R. SAWYER & CO., at No. 42 Kilby street, Boston.
E. A. QUINTARD,
E. R. SAWYER,
H. D. WARD.
PHILADELPHIA, January 1, 1866. ja1-1m

DISSOLUTION OF CO-PARTNERSHIP.—C. A. ROBINSON having this day withdrawn from the firm of D. M. ROBINSON & CO., Stock Brokers, by mutual consent, his interest in the same ceases from and after this date.
D. M ROBINSON,
C. A. ROBINSON.
PHILADELPHIA, Jan. 9, 1866.
All matters relating to the firm will be settled by D. M. ROBINSON, at No. 138 South THIRD street, where the business will be continued under the style of D. M. ROBINSON & CO.

THE undersigned will continue the Stock Commission business at No. 227 LODGE street.
C. A. ROBINSON.
PHILADELPHIA, Jan. 15, 1866. ja16-3t*

WILLIAM H. CARY BECOMES A PARTNER in our House from this date.
ALDRICH & YERKES.
The manufacture of Hermetically Sealed, Preserved Fruits, etc., etc., will be continued at the old Stand, Nos. 18, 20 and 22 LETITIA STREET, under the same and style of
ALDRICH, YERKES & CARY.
ISAIAH ALDRICH.
JAMES YERKES.
PHILA., Jan. 15, 1866. WM. H. CARY. ja15-12t

MONOCACY FURNACE, January 15th, 1865.
Jones T. Jaeger, having purchased an interest in the Monocacy Furnace is this day admitted as a member of our firm,
ja16-3t* THOMAS, COOK & CO.

NOTICE.—The Co-partnership heretofore existing between the undersigned is this day dissolved by mutual consent.
J. PARKER NORRIS,
SEWELL H. BROWN,
PHILADELPHIA, Jan. 15th, 1866. ja17-3t*

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.
mh27 J. WALTON & CO.

COPPER AND YELLOW METAL SHEATHING Brazier's Copper, Nails, Bolts and Ingot Copper constantly on hand and for sale by HENRY WINSOR & Co., 332 South Wharves.

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

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
024,3m Glass for Picture Frames.

E. C. KNIGHT & CO., WHOLESALE GROCERS, S. E. Cor. WATER and CHESTNUT streets, Philadelphia. Agents for the sale of the Products of the Southwark Sugar Refinery and the Grocers' Sugar House, of Philadelphia. ja1-1yr

ISAAC S. ATKINSON, Attorney at Law, late of Franklin, Venango county, Pennsylvania, has resumed pratice at the Philadelphia bar. Office, 323 Walnut street, Philadelphia. de23s tu th1m*

T. 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; as Sugar, Saw and Grist Mills, Vacuum Pans, Open Steam Trains, Defecators, Filters, Pumping Engines, &c.
Sole Agents for N. Billieux'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. ARCHIBOLD,
Late of Reaney, Neafie & Co., Penn Works, Phila. [jy18-tf] Late Engineer in Chief U. S. Navy.

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 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

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

WANTS.

WANTED TO RENT—Two good sized unfurnished ROOMS, in a pleasant neighborhood, with or without board. Address, C. H. D., No. 21 South SIXTH Street. ja16-3t*

WANTED FOR RENT—A COMMODIOUS dwelling, with modern conveniences, in Germantown. Apply to J. H. CURTIS & SON, Real Estate Brokers, 433 Walnut street.

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 Sundays, 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 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 8.00 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.

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 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 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 9.30 A. M., connect at Bethlehem and arrive in Philadelphia at 13.25 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. 3.15 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. 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, 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, 5½, 6, 6½, 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, 3¾, 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 11¼, P. M.
Leave Norristown—5¾, 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—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 11¼ P M
Leave Manayunk—6¾, 7½, 8.20, 9½, 11¾, A. M.; 2, 5, 6¾ 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 1 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.

[1864.] PHILADA., [1864.] WILMINGTON AND BALTIMORE RAILROAD VIA BALTIMORE AND OHIO RAILROAD.
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,
ja17-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 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 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.

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., 3.28 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 8 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 4.60 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.