From Washington. [Special Despatch to the Bulletin.] WASHINGTON, Feb.10.—The Cabinet were in session yesterday for upwards of five hours, considering and discussing the Freedmen's bill. It is understood that the President expressed his determination to the Cabinet to veto that measure. When the question was submitted to them a majority strongly remonstrated with him against such action. Their remonstrances seem to have had little

weight. The Attorney General has been closeted with the President all the morning. In reference to the coming veto, the friends of the measure attempt to carry it over his veto by two-third's vote. The grounds upon which the President bases his veto is said to be as to its constitutionality.

A Canadian Enterprise.

TORONTO, C. W., Feb. 10th .- A company is being formed of the merchants of Montreal, Quebec, St. John, N. B., and Halifax. to establish a line of steamers between Canada and the lower provinces, intended to compete with the routes through the States to Halifax, St. John and Bay of Chaleur. The time between Quebec and St. John, by the new line, it is expected, will be three and a half days.

XXXIXth Congress—First Session. Washington, Feb. 10, 1866. House—The House metto-day for general

Mr. Ward (N. Y.) agreed that it was the duty of Congress to bring back the Southern States to their relation with the Government. The people of these States were on their good behavior; but the rebel spirit yet prevailed. The leaders of the rebellion ought to be beneath that all such offenders in the to be hanged that all such offenders in the future be admonished that treason is a crime which ought to be punished. Mr. Delano (Ohio) combated the position of Mr. Stevens that the Southern States are dead. They would, if carried out, lead to the overthrow of the Government.

Markeis.

Markets.

New York, Feb. 10.—Cotton is dull at 45@46e. for middlings. Flour advanced 10e. for good; sales of 10.000; bbls. 1at.; \$7.@8 35 for State; \$8 50@10 75 for Ohio, and \$7 00@8 95, for Western. Southern is firm; 600 bbls. sold at \$8 50@11 75. Wheat dull at a decline of ic.; sales of 21.000 bushels at 78c @81. Beef quiet. Fork dull at \$29 12½<629.25 for mess. Lard dull at 15½c @18½. Whisky dull. \$29 12\% C(2) 22 5 for mess. Lard util at 1.5\% C (2) 15\% C (2) 25 for mess. Lard util at 1.5\% C (2) 25\% C (2) 25 for mess. Lard util at 1.5\% C (2) 25\% C (2) 25

Coal Statement.		
The following is the amount of coal transpo	rted over	٠
the Philadelphia and Reading Railroad, d	uring the	ŧ
week ending Thursday, Feb. 8, 1866;		
- · · · · · · · · · · · · · · · · · · ·	Tons.Owt.	
From St. Clair	17,729 19	
" Port Carbon	8,186 03	
" Pottsville	682 06	
" Pottaville " Schuylkill Haven	18,781 07	1
" Auburp	1,482 04	ė
" Port Clinton	4,715 01	
" Harrisburg and Dauphin	41 01	į
Total Anthracite Coal for week Bituminous coal from Harrisburg and Dau-	-	
phin	3 682 17	
Total of all kinds	55,300 16	:
Previously this year	370,069 08	
_ ·	<u></u>	•
Total	425,370 04	
Same time last year	433,147 10	,
Decrease	7,777 0	
Sales at Philadelphia Stock Bo	ard.	
SALES AFTER FIRST BOARD,		
81000 City 68 mnn 911/1200 sh Maple Sha	đe 2 da 4%	
1000 Sch Nav 68 '82 75% 5 sh Preston Co	20	١
gua Cama & Amboy 200 sh Susa Cana	1 b30 1234	í
mtg 69 '75 85% 200 sh do -	b60 12½	ί
1000 U S Tress 73-10 10 sh Penns R	53%	ί
Notes June 99% 100 sh Catewissa	pf b5 35%	ί
1000 Susq Canal Bds 54 200 sh N Pa R 200 sh Read R 85 49% 100 sh Dalzell	560 37	
200 sh Read R 85 49% 100 sh Dalzell	13	ί
170 sh Lehfgh Val 60½		
SECOND BOARD,		
\$4000 Sch Nav 63	24	
new boat loan c 83 100 sh do	243	′
2000 Pa R 1st mgt 6s 96 300 sh do	341	
100 Lehigh Nay 68 '82 75 300 sh St Nichola	sO 🗦	
1000 Lehigh Val 63 '82 75	-	•
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INSURANCE. 1829-CHARTER PERPETUAL.

FRANKLIN FIRE INSURANCE COMPANY

PHILADELPHIA: Assets on January 1, 1866, \$2,506,851 96.

UNSETTLED CLAIMS, INCOME FOR 1866. \$11,467 53.

Losses Paid Since 1829 Over \$5.000.000.

Perpetual and Temporary Policies on Liberal Terms Chas. N. Bancker, Edward C. Dale,
Topias Wagner, Geo. W. Richards, Frac. W. Lewis, M. D.
Isaac Lea, CHARLES N. BANCKEB President,
EDWARD C. DALE, Vice President,
JAS. W. MCALLISTER, Secretary pro tem. fezidal?

GIRARD FIRE AND MARINE INSURANCE COMPANY. OFFICE, 415 WALNUT STREET, PSILA OELPHIA. CAPITAL PAID IN, IN CASH, \$200,000. This company continues to write en Fire Risks only. Its capital, with a good surplus, is safely invested.

Disbursed on this account within the past few years,
For the present the office of this company will remain at

415 WALNUT STREET,
But within a few months will remove to its GWN
BULDING.

N. E COR. SEVENTH AND CHESTNUT,
Then, as now, we shall be happy to insure our patrons
at such rates as are consistent with safety.

DIRECTORS,
THOMAS CRAVEN,
ALFRED S. GILLETT,
FURMAN SHEPPARD,
N. S. LAWRENGE,
THOMAS CRAVEN,
JOSEPH KLAPP, M. D.
SILAS YERKES, JR.

ALFRED S. GILLETT,
V. President,
MEENRY F. KENNEY,
JOSEPH KLAPP, M. D.
SILAS YERKES, JR.
ALFRED S. GILLETT,
V. President and Treasurer,
JAMES B. ALVORD, Secretary.

JUSEPH KLAPP, M. D.
SILAS YERKES, JR.
THOMAS CRAVEN, President,
ALFRED S. GILLETT, V. President and Treasurer,
JAMES B. ALVORD, Secretary.

JUSEPH KLAPP, M. D.
SILAS YERKES, JR.

THOMAS CRAVEN, President,
PENNSTIVANIA FIRE INSURANCE COMPANY—Incorporated 1255—Charter Perpetual—No,
510 WALNUT Street, opposite independence Square,
This Company, favorably known to the community
for over forty years, continues to insure against low
or damage by irre, 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
the case of loss.

Dantel smith, Jr.,
Alexander Benson,
Isase Haylehurst,
John Deverenx,
Thomas Smith,
Henry Lewis,
J. Gillingham Fell,
Dantell SMITH, Jr., President,

Thomas Robins, J. Gillingham Fell.
Daniel Haddeck, Jr.
DANIEL SMITH, Jr., President,
WILLIAM G. CROWELL. Secretary A MERICAN FIRE INSURANCE COMPANY.
INCORPORATED 1810.—CHARTER PERPER
TUAL.
S10 WALNUT Street, above THIRD Street,
PHILADELPHIA.
Having a large paid up CAPITAL STOCK and SUR.
PLUS invested in sound and available Securities, continue to insure on Dwallings, Stores, Furniture, Merohandise, Vessels in port, and their Cargoes, and other Personal Property. All Losses liberally and promptly adjusted.

Thomas R. Maris,
John Weish.
Samuel C. Morton,
Patrick Brady,
Israel Mortis.

DIRECTORS,
John T. Lewis,
James R. Campbelli
Edmund G. Dutilih,
Charles W. Poultney ALEKET C. L. CEAWFORD, Secretary, my2 DELAWARE MUTUAL SAFETY INSURANCE COMPANY, INCORPORATED BY THE LEGISLATURE OF FEANSYLVANIA, 1835.

OFFICE S. E. CORNER THIRD AND WALNUT STREETS, PHILADELPHIA, MARINE INSURANCE, CARGO, To all parts of the world, FREIGHT, INLAND INSURANCES

FREIGHT, INLAND INSURANCES
On Goods, by River, Canat, Lake, and Land Carriage
to all parts of the Union.
FIRE INSURANCES,
On Merchandise generally,
On Stores, Dwalling Houses, &c.

ASSETS OF THE COMPANY, \$100,000 United States 5 per cent. loan, '71...... \$35,000 00 120,000 United States 6 per cent. loan, '81...... 128,100 00 200,000 United States 7 8-10 per cent. loan 14,875 00 Loan 90,555 00 54,000 State of Pennsylvania Six Per Cent.
Loan 55,000 City of Philadelphia Six Per Cent.
Loan 125,000 Pennsylvania Railroad First Mortgage, Six Per Cent. Bonds 20,000 Pennsylvania Railroad Second Mortgage Six Per Cent Bonds 23,750 00 23,750 00 Six Per Cent. Bonds 23,750 00 11,000 300 Shares Stock Germantown Gas Company, principal and interest guaranteed by the City of Philadelphila 35,750 00 13,587 50 7,150 143 Shares Stock Penna, Railroad 8,580 00 8,580 00 53,250 00 8,580 00

170,780 00 996,569 00 36,000,00 . 121,013 2.910 60 **\$56,62**5 17

Thomas C. Hand,
John C. Davis,
Fidmund A. Souder,
Theophilus Spalding,
John R. Penrose,
James Traquair.
Henry C. 1 ailett, Jr.,
James G. Hand,
William G. Boultof,
Edward Darlington,
James B Traquair.
Henry C. 1 ailett, Jr.,
James G. Hand,
William G. Boultof,
Edward Darlington,
James B McFarland,
Jacob P. Jones,
James B McFarland,
Joshua P. Eyre,
Spencer McIlvaine,
John D. Taylor,
THOMAS C. HAND, President.
HENRY LYLEUEN, Secretary.

INSURANCE COMPANY OF NORTH AMERICA
L—MARINE, FIRE AND INLAND TRANSPOB
TATION INSURANCE.
Office, No. 222 WALNUT street, south side, east of
Third street.
The Properties of this Company are well invested \$1,258,630 18 DILECTORS.

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 Insuranca MARINE RISKS taken on Vessels, Freights and Carroes.
INLAND TRANSPORTATION RISKS On Mer handise per Railroads, Canais and Steamboats. FIRE RISKS on Merchandise, Furniture and Euliding in city and county.

DICORPORATED IN 1794—CAPITAL, 1500.000, AND
PAID IN AND SECURELY INVESTED,

TOTAL PROPERTIES,

\$1,700,600. PERPETUAL CHARTER. PERPETUAL CHARTER

DIRECTOES,
Arthur G. Coffin,
Bannel W. Jones,
James N. Dickens,
S. Morris Walln,
John Mason,
George L. Hartisen,
Frincis R. Cope,
Edward H. Trouer,
William Welsh,
William E Bowen,
William E Bowen,
T. Charleton Henry.
ARTHUR G. COFFIN, Presidens,
CHARLES PLATT, Secretory,

FIRE ASSOCIATION,
Incorporated March 2, 1820.
FIRE BOLLDINGS HOUSEHOLD FORaure BUILDINGS HOUSEHOLD FORally, from Loss by Fire, (in the City of
STATEMENT Of the Assets of the Association
Formation only, 1885.
Bonds and Mortgages on Property in the City
of Philadelphia only, 1885.
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of Philadelphia only, 1885.
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of Philadelphia only, 1885.
Bonds and Mortgages and Property i

\$907,757 43 GEORGE W. TRYON GEORGE W. TRYON, President.

Ym. H. Hamilton,
John Souder,
Peter A. Keyser,
John Philibin,
John Carrow,
Geo. I. Young,
my5

WILLIAM T. BUTLER, Secretary. George Erety,
August C. Miller,
John F. Belsterling,
Henry Troomner,
William M.Chanlel,
George Buts, Jr.,
Henry Garker,
MILLIAM T. BUTLER, Secretary.
BUTLER, Secretary.
BUTLER, Secretary.
BUTLER, Secretary.
BUTLER, Secretary.
On the Legislature of Pennsylvania.
Charter Perfectual. Capital authorized by law, 100,000. Make Insurance against Loss or Damage by Fire of Public or Private Buildings, Furniture, Stocky.
George Erety,
August C. Miller,
John F. Belsterling,
Henry Troomner,
William McDanlel,
George Buts, Jr.,
Henry Garker,
Edward P. Moyer.

GENDRU WILLIAM T. BUTLER, Secretary.
Legislature Company of Private Buildings, Furniture, Stocky.

George Buts, Jr.,
Henry Garker,

Edward P. Moyer.

GENDRU WILLIAM T. BUTLER, Secretary.

Deficiency.

Jeffel Company of Private Buildings, Furniture, Stocky.

George Buts, Jr.,
Henry Garker,

GENDRU WILLIAM T. BUTLER, Secretary.

Jeffel Company of Private Buildings, Furniture, Stocky.

George Erety,
August C. Miller,
John S. George Buts, Jr.,

Stocky George Buts, Jr.,

GEORGE WILLIAM T. BUTLER, Secretary.

Jeffel Company of Private Butler, Stocky George Buts, Jr.,

GEORGE WILLIAM T. BUTLER, Secretary.

Jeffel Company of Pennsylvania of Pennsylvania

Jeffel Company of Pennsylvania

Jeffel

Henry Garker,
Edward P. Moyer,
GEORGE ERETY, Precident,
JOHN F. BELSTERLING, Vice Precident,
PHILIP E. COLEMAN. Secretary. THE COUNTY FIRE INSURANCE COMPANY, OFFICE NO. 110 SOUTH FOURTH STREET,

"The Fire Insurance Company of the County of
Philadelphia," Incorporated by the Legislature of
Pennsylvania in 1839, for indemnity against loss or
damage by fire, arculaylely.

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.

by fire, at the lowest rates commissed when the absolute safety of its customers.

Losses adjusted and paid with all possible despatch DIRECTORS,

Charles J. Sutter, Edwin L. Reakit,
Henry. Crilly, John Horn,
Robert V. Massey, Jr., Joseph Moore,
Henry. Budd, George Mecke,
Andrew H. Miller, James N. Stone.

OHARLES J. SUTTER, President,
BENJAMIN F. HOEGELEY, See'v and Treasurer. PHENIX INSURANCE COMPANY OF PHILA PHERNIX INSURANCE COMPANY OF PHILAINCORPORATED 1804—OHARTER PERPETUAL
INCORPORATED 1804—OHARTER PERPETUAL
NO. 224 WALINUT 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, merchandles, furniture,
&c., for limited periods, and permanentily on buildings
deposit of premium.
The Company has been in scrive operation for more
than SIXTY YEARS, during which all losses have
been promptly adjusted and paid.

DIRECTORS.

John L. Hodge,
M. B. Mahony
John T. Lewis,
John T. Lewis,
John T. Lewis,
William S. Grant,
Robert W. Lesming,
D. Clark Wharton,
Lawrence Lewis,
JOHN R. WUCHERER, President,
RAMUEL WILCOX, Secretary.

BAMUEL WILCOX, Secretary.

A MERICAN MUTUAL INSURANCE COMPANY.
A—Office Farquhar Bullding, 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, canais, railroads and other conveyances throughout the United States.

WILLIAM CRAIG, President, WILLIAM CRAIG, President, PULLIAM CRAIG, President, PULLIAM CULLEN, Vice President, BOBERT J. MEE, Secretary.

WILLIAM CRAIG, Henry C. Dallett, Wm. 8. Lowber, John Dallett, Jr., Wm. 8. Lowber, John Dallett, Jr., Johnston Brown, William H. Merrick; Bend. W. Rickards, Gillies Dallett, Wm. M. Baird, Pearson Berrilli. 15. Rodman Morgan, 15. Charletter and The Provident Life AND TRUST COM-

THE PROVIDENT LIFE AND TRUST COM-PANY, OF PHILADELPHIA.— Incorporated by the State of Pennsylvania, 8d month, 22d, 1865, INSURES LIVES, ALLOWS INTEREST ON DE-POSITS AND GRANTS ANNUITIES. Samuel R. Shipley DIRECTORS,
Samuel R. Shipley Richard,
Jeremiah Hacker, Henry H.
Joshus H. Morris,
Richard Wood. Wm. O. T.

Samnel R. Shipley DIRECTORS.

Jeremiah Hacker, Henry Haines,
Joshus H. Morris, T. Wistar Brown,
Richard Wood.

Chas. F. Coffin.

BOWLAND PARBY, Actuary.

OFFICE.

an23-1y No. 111 South Fourth Street

RAME INSURANCE COMPANY.

No. 466 CHESTNUT STREET.

PHILADELPHIA

FIRE AND INLAND INSURANCE

Francis N. Buck;
Charles Richardson,
Henry Lewis,
Samuel Wright,
P. S. Justice,
Geo, A. West,
CHARCES N. BUCK, President.

FRANCIS N. BUCK, President.

CHARCES N. BUCK, President.

T. BLANCHAED. SCATSUPS. SAUCES. & Co. L'NGLISH PICKLES, CATSUPS, SAUCES, &c.,—
Crosse & Blackwell's English Pickles, Catsups,
Sauces, Darham Mustard, Olives, &c., landing my
ship Yorktown and for sale by JOS, B, BUSSIER &
CO 108 South Delaware avenue, and

NORTH PENNSYLVANIA R
Shortest and most direct line to Bethlehem, Allentown
Mauch Chunk, Hazleton, White Haven Wilkesbarre,
Mahanoy City, and all points in the Lehigh and Wyo

Shortest and most direct line to Bethlehem, Allentown Manch Chunk, Hazleton, White Hayen Wilkesbarre, Mahanoy City, and all points in the Lehigh and Wyo, ming Coal Regions;

Pessenger Bepots in Philadelphis, THIRD street above Thompson, and corner of BERKS and AMEM CAN streets.

VINTEB ARRANGEMENT.

On and siter Monday Nov. 20th, 1865, Passenger train: leave the Depot, Third street, above Thompson, delly (Sundays excepted), as follows:

AT 7.39 A. M.—Norning Express for Bethlehem and and Principal Stations on North Pennsylvania Railroad, connecting at Eethlehem with Lehigh Valley Railroad for Allentown, Catasanuqua, Slatington, Manch Chunk, Weetherly, Jeaneville, Hazleton, White Haven, Wilkesbarre, Kingston, Pittston, and all points in Lehigh and Waponing Valleys; also, in connection with Lehigh and Wanning Valleys; also, in connection with Lehigh and Wahanoy Railroad for Mahanoy City, and with Catawissa Railroad, for Rupert, Danville, Milton and Villiamsport. 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 Esston 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 Bood.

AT 10 A. M.—Accommodation, For Townshington, stopping at all intermediate Stations. Passengers take Stage at Doylestown for New Hope.

AT 2.30 P. M.—Evening, Express for Bethlehem and principal Stations on the North Pennsylvania Railroad, making close connection at Bethlehem with Lehigh Valley Train for Esston, reaching there at 6.45 P. M. Passengers for Plainfield, Somerville and other yoints on New Jersey Central R.R. take N. J. C. Train at Easton, when arrives in New Yerk at 10 P. M. Passengers for Summeytown take stage at North Wales, and for Nazareth at Bethlehem and for Greenville at Quakertown.

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, Willismsport 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 Betalehem at 4.25 and 19.22 A. M., and 6.15 P. M.

Leave Betalehem at 6.25 and 18.02 A. M., and 6.18 P. M.
Passengers leaving Easton at 8.25 A. M., connect at Bethlehem and arrive in Philadelphia at 12.25 P. M.
Passengers leaving Wilkesharro at 1 P. M., connect at Bethlehem at 6.15 P. M., and arrive in Philadelphia at 14.5 P. M.
Leave Lansdale at 6.10 A. M.
Leave Lansdale at 6.10 A. M.
Leave Lansdale at 6.10 A. M.
Leave Fort Washington at 18.50 and 2.15 P. M.
ON SUNDAYS.
Philadelphia for Bethlehem at 9 A. M.
Dojlestown for Philadelphia at 7.20 A. M.
Bethlshem for Philadelphia at 7.20 A. M.
Fifth and Sixth Streets Passenger Cars conv y pasengers to and from Berks Street Depot.
White Cars of Second and Third Streets Line convey passegners to Third Street bepot.
Tickets must be procured at the Ticket Offices, THIRD street of BERKS street, in order to secure the lowest rates of fare.
Hillman's Baggage Express will call for and deliver Baggage at the Depot.
Office, No. 118 South THIRD street. 1014-162

Baggage at the Depot.
Office, No. 113 South THIRD street.
noil-tf Unice, No. 113 South THIRD street. nol4-1(2)

FOR NEW YORK.—The CAM.

FOR NEW YORK.—The CAM.

DELFHIA AND TRENTON RAILROAD COM.

PANY'S LINES, from Philadelphia to New York, and way places, from WALNUT STREET WHARF, will leave as follows, viz:

At 8.4 M., via Camden and Amboy, Accom., 2.25

At 12 M. (noon) and 8 P. M., via Camden and Amboy Express, 2.25

At 12 M. (noon) and 8 P. M., via Camden and Amboy Express, 3.00

Amboy, Accommodation, (Freight and Passenger.)

senger.)
At 6 and 11.20 P. M., via Camden and Amboy, Accom modation,
(Freight and Passenger) list Class Ticket, 2 25
At 6 and 10A.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. 8.00, 5. 6 and 11.30 P. M. for Palmyria, Riverton, Delanco, Everly, Edgewater, Burlington, Florence. Bordentown, &c. The 10 A.M.
and 5 P.M. Line rous direct through to Trenton.
LINES FROM KENSINGTON DEPOT will leave
as follows:

Express 225 30 and 11.15 A. M., 3, 8.30, 4.39, 5 and 6,45 P. M., and At7.33 and Il.15 A. M., 3, 8.30, 4.39, 5 and 6, 45 F. M., and 12 Midnight, for Bristol, Trenton. &c.
At7 A. M., 1630, 3, 5, and 6 P. M. for Cornwells, rorrisdale, Holmesburg, Tacony, Wissinoming, Bridesburg and Frankford and at 8 P. M. for Holmesburg and intermediate Stations.
BELVIDERE DELAWARE RAILROAD, for the Deinware River Valley, Northern Pennsylvania, and New York State, and the Great Lakes. Two through trains daily (Sundays excepted) from Kensington Devotes 6010075: pot, as follows:
At 7.30 A. M. and 3.30 P. M., for Niagara Falls, Buffalo, bunkirk, Canandaigua Elmira, Ithaca, Owego, Rochester, Binghampton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre Scranton, Strondsburg, Bend, Montrose Wilkesbarre Scranton, Stroudsburg, Water Gap, Belvidere Easton, Lambertville, Flemington, &c. The \$2.00 P. M. Line connects direct with he Train leaving Easton for Mauch Chunk, Allen town, Bethlehem, &c.

Att P. M. for Lambertville and intermediate Stations & For New York, and Way Lines leaving Ken sington Depot, take the cars on Fifth street, above Walnut, hair an hour before departure. The cars run into the Depot, and on arrival of each Train, run from the Depot. On Sundry, Quanibusses will leave Walnut street whart at 6 P. M. to connect with 6.45 P. M lire.

ire. Fifty Pounds of Baggage only, allowed each Passenger. Passengers are probabiled from taking anything as beggage but their wearing apparel. All bagyago over hity pounds to be paid for extra. The Company timit their responsibility for bagyage to One Dollar per pound, and spill not be liable for any amount beyond pound, and will not be likely to.

100. except by special contract.

Est Tickets soid and baggage checked direct through to Boston.

Graham's Baggage Express will call for and deliver baggage at the Depota. Orders to be left at No. 3 Walnut Street.

LINES FROM NEW YORK FOR PHILA DELPHIA: Will leave from foot of Cortland street, at 12 M. and 4 P. M., via Jersey City and Camden. At 7, 19 and 11% A. M., 6 P. M. and 12 Night via Jersey City and Kensington.

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., 8 and 6 P. M. (Freight and Passenger), via Amboy and Camden. WM. H. GATZMER, Agent.
WM. H. GATZMER, Agent.
PENNEY-LVANIA CENTRAL
WINTER ARRANGEMENTS.
The trains of the Pennsylvania R. R. will leave the New Depot at Thirtieth and Harket streem.
The cars of the Market Street Passenger Railway ran 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 80 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. the city, and connections are made with all roads cross-ng Market street.
On SUNDAYS—Cars leave Eleventh and Market streets at 5.45 P. M., to connect with the Pittsburgh and Erie Mail, and 22 10.25 P. M. with Philadelphia Ex-

dress.

Mann's Baggage Express will hereafter be located at Mo. 31 South Eleventh street. Parties desiring Baggage taken to the trains, can have it done at reasonable rates upon spplication to him.

TRAINS LEAVE AND ARRIVE AT DEPOT THUS: THUS:

ERIE EXPRESS
MAIL TRAIN
PAOLI ACOM, No. 1
FAST LINE,
PARKESBURG, ACOM,
LANCASTER ACOM,
LANCASTER ACOM,
PAOLI TRAIN, No. 2
PITTSBUEGH & ERIE MAIL
PHILADELPHIA EXPRESS
ABBUVE.

PITTSBURGH & FRIE MAIL 7.30
PHILADELPHIA EXPRESS 11.10

ARBIVE.

CINGINNATI EXPRESS 7.10
PHILADELPHIA EXPRESS 7.10
PAGE 1 8.20

PHILADELPHIA AND BALITI-MORE CENTRAL RAILROAD MORE CENTRAL RAILROAD MORE CENTRAL RAILROAD SEED WINTER ARRANGEMENTS.—On and after WEDNESDAY, October 18th, 1885, the trains will leave Philadelphia from the depot of West Chester and Philadelphia from the depot of West Chester and Philadelphia Railroad, corner of Thirty-first and Market streets, (West Philadelphia,) at 8.65 A. M., and 4.30 P. M. Leave Oxford at 6.50 A. M., and 3.10 P. M. A market train will leave the Rising Sun, on Thesdays and Fridays, for Philadelphia, at 10.45 A. M., and returning will leave Philadelphia for Rising Sun, on Wednesdays and Saturdays, at 2.15 P. M.

The train leaving Philadelphia at 8.65 A. M., connects at Oxford with a daily line of stages from Peach Bottom to connect at Oxford with the afternoon train for Philadelphia. Passengers are allowed to take wearing apparel only as baggage, and Is no case will the Company be responsible for an amount exceeding \$100.

H. WGOD, General Superintendent.

pany be responsible to the manufacture of the control of the contr

TRAVELING GUIDE.

READING BAILRUAD.

BEADING BAILRUAD.

BEADING BAILRUAD.

BEADING BAILRUAD.

BEADING BAILRUAD.

BEADING BAILRUAD.

GREAT TRUNK LINE FROM

STATE SCHUYLKILL, SUSQUEHAN.

NA. CUMBERLAND AND WYOMING VALLES.

THE NORTH. NORTHWEST and the CANADAS,

WINTER ARRANGEMENT OF PASSENGER

FRAINS leaving the Company's Depot, THIR
FEENTH and CALLOWHILL Streets, Philadelphia

at the following hours:

WINTER: ABRANGEMENT. OF PASSEGGER TRAINS leaving the Company's Depot, THIR-FEENTH and CALLOWHILL Streets, Pallsdelphia at the following hours:

At 3 A. M., for Reading, Lebanon, Harrisburg, Fottsville, Pine Grove, Tamaqua, Sunbury, Williamsport, Elmita, Rochester, Niegara Falls, Buifalo, Allentown, Wilkeebarre, Pittston, York, Carlisle, Chambersong, Hagerstown, &c., &c.

This train connects at READING with the East Pennsylvania Rallroad trains for Allentown, &c.; and with the Lebanon Valley train for Harrisburg, &c.; at POFT CLINTON with Catawissa Rallroad trains for Willemsport, Lock Haven, Elmira &c., at HARRISBURG with Northern Central, Cumberland Valley, and Schoyikili and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, &c.

Leaves Philadelphia at 2.9 P. M. for Reading, Pottaville, Harrisburg, &c., connecting with Reading and Columbia R. t. trains for Columbia &c., and with Catawissa Rallroad trains for Milton, Williamsport, Elmira, Buifalo, &c.

READING ACCOMMODATION.

Leaves Reading at &3.9 A. M., stopping at all waystations: arrives in Philadelphia at 4.30 P. M.; arrives in Reading at 7.30 P. M.

Returning, leaves Philadelphia at 4.30 P. M.; arrives in Reading at 7.55 A. M., and Pottsville at 8.30 A. M., arriving in Philadelphia at 1.45 P. M., Afternoon trains leave Harrisburg at 7.55 A. M. and Harrisburg at 9.00 P. M.

Harrisburg accommodation leaves Reading at 7.55 A. M. and Harrisburg at 1.55 P. M., and Pottsville at 1.55 No. A. M., and Downingtown 1.50 P. M. for Philadelphia at 3.15 P. M. for Philadelphia at 3.15 P. M. for Philadelphia at 1.50 P. M., and Philadelphia at 1.50 P. M., and Downingtown 1.50 P. M. and Philadelphia at 1.50 P. M. for Philadelphia at 3.15 P. M. Orningtown and intermediatepoints take the 8.00 A. M. and 6.30 P. M. trains from Philadelphia take the 8.00 A. M. and 6.30 P. M. trains from Philadelphia take the 8.00 A. M. and 6.30 P. M. trains from Philadelphia take the 8.00 A. M. and 6.30 P. M. trains from Philadelphia take the 8.00 A. M. and 6.3 Passengers for Downingtown and intermediatepoints take the 8.00 A. M. and 4.30 P. M. trains from Philadelphia, returning from Downingtown at 7.05 A. M. and

ishe the \$.00 Å. M. and \$.50 P. M. trains from Philadelphia, returning from Downingtowr at 7.05 A. M. and 2.50 Noop.

NEW YORK EXPRISS, FOB PITTSBURGH AND THE WOST.

Leaves New York at 9.06 Å. M. and 8 P. M., passing Reading at 1 Å. M., and 4.8 P. M. and connecting at Harrisburg with Pennsylvania, and Northern Central Ralivad Express Trains for Pittsburgh, Chicago, Williamsport, Elmira, Baltimore, &c.

Returning, Express Trains leaves Harrisburg on arrival of Pennsylvania Express from Pittsburgh, at 2 and 9.05 Å. M., passing Resdiffs at 4.9 and 10.62 Å. M., arriving at New York 10 Å. M., and 2.55 P. M. Sleeging 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 New York leaves Harrisburg at 1.45 P. M. Noon.

SCHUYLKILL VALLEY RAILBOAD.

Trains leave Pottsville at 6.45, 11 Å. M. and 7.15 P. M., returning from Tamaqua at 7.55 Å. M., and 1.40 and 4.15 P. M..

SCHUYLKILL AND SUSQUEHANNA RAILBOAD.

Trains leave Auburn at 7.55 Å. M. for Pinegrove and Harrisburg at 4.00 P. M. and from Tremont; returning from Harrisburg at 4.00 P. M. and from Tremont at 7.00 Å. M. and 6.00 P. M.

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

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. 22 South Frurth street, Philadelphia, or of G. A. Nicolis, General superintendent, Ecading.

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 \$22 50 each, for families and firms.

SEASON TICKETS.

For three, six, nine or twelve months, for holders

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 turnished with cards, entitling themselves and wives to tickets at helicare. 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 Callow-hill streets.

ned only at the Ticket Office at Thirteenth and Callow-hill streets.

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 5 F. M., for Resading, Lebanon, Hai isburg, Pottsville, Port Clinton, and all points beyond.

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 215 P. M.

cipal Stations only at 2.15 P. M.

PHILADELPHIA, WILMINGTON AND BALTIMORE RAILRUAD—TIME TABLE.—Commencing MONDAY
January 8th, 1866. Trains will leave Depot, corner of
Broad street and Washington avenue, as follows:

Express Train, at 4.66 A. M. (Mondays excepted),
for Baltimere and Washington, stepping at Wilmington, Perryville, Havre-de-Grace, Aberdeen, PerryTone 1. Magnella and Stemmer's Run. Express Train, at 1.40 A. M. (Ribbudys exterpted), for Baltimere and Washington, stepping at Wilmington, Perryville, Havre-de-Grace, Aberdeen, Perryman's Magnolia and Stemmer's Rnn.

Delaware R. R. Train, at 1.5 A. M. (Sunday excepted), for Salisbury, Milf. rd 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 Linwood, Chymoni, and an regular schools delivery willnington and Baltimore.

Express Train at 245 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Claymont, Wilmington, Newark, Eikton, North-aast, 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, Caymont, Wilmington, Newark, Elkton, North-East, Perryville and Harr-de-Grace. Caymont, Wilhington, Newark, Elkton, North-East, Perryville and Havre-de-Groze.
Passengers by boat from Railimore for Portress Monroe, Norfolk, City Point and Richmond will take the 9.15 A. M. Train.

As an additional accommodation for those boilding through tickets for Ealtimore, Washington and Southern points, a special car will leave the Phimaeiphia 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.

stopping at all stations between Philadelphia and Wilmington.
Leave Philadelphia at 8.15, 11.15 A.M., 2.30, 5 (0 and 7.06
P. M. The \$20 P. M. train connects with the Deiaware Railroad for Mitford 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., 2.30 and 5.00 P. M.
THRUUGH TRAINS FROM BALTIMORE
Leave Wilmington at 12.00 M., 4.30 and 3.55 P.M.
CHESTER FOR PHILL DELPHIA.
Leave Chester at \$0.0, 3.58 and 10.14 A. M., 12.85, 3.43,
5.01, 5.44 and 10.39 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.

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.
ENNDAY 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, Clayment, Wilmington, Newark, Eikson, North-East, Perryville and Havre de Grace.
A Special Train will leave Philadelphia for Wilmington and Intermediate Stations at 3.0 P. M.

EALTIMORE FOR PHILADELEPHIA.

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 Philadelphis and leave passengers from Washington or Baltimore) washington.

A special train will leave Wilmington for Philadel-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 fer Perryville and intermediate stations at 6.04 P. M.

H. F. KENNEY, Superintendent.

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.
TIMB OF PASSENGUER TRAINS AT PHILADELPHIA.

Erie Mail Train 100 P. M.
Erie Express Train 110 A. M.
LEAVE WESTWARD.

Frie Mail Train 720 P. M.
Frie Express Train 110 P. M.
Frie Express Train 120 P. M.
Frie

at corner THEITETH and markets steeled, Timedelphia.

And for Freight business, of the Company's Agents:
S.B. Kingston, Jr., corner Thirteenth and Market
sts. Philadelphia. J. W. Beynolds, Erie.
William Brown, Agent, N. C. R. R., Baltimore,
H. H. HOUSTON,
General Freight Agent, Philadelphia,
H. W. GWINNEB,
General Ticket Agent, Philadelphia,
A. L. TY LER,
General Sup't., Williamsport,

WEST CHESTER AND PHILA-MEDIA. 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.

Trainsleaving 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.

Leave Philadelphia for Pennelton 4.00 and 11.00 P. M.

Leave Pennelton 50 Philadelphia 90% A. M. 6.20 M. Leave Pennelton for Philadelphia 9.02 A. M., 6.20

Leave Pennelton for Philadelphia 9.02 A. M., 6.20 P. M.
These Trains stop at all intermediate Stations.
ON SUNDAYS—Leave Philadelphia at 8.50 A. M., and 2.00 P. M.

"Leave West Chester 7.55 A. M. and 4.00 P. M.,
Trains leaving Philadelphia at 8.65 A. M., and 4.50 P. M., and leaving West Chester at 8.15 A. M. and 4.50 P. M., and leaving West Chester at 8.15 A. M. and 4.50 P. M., bonnect at 8.C. Junction with Trains on the P. and B. C. R. R. for Oxford and intermediate points.

35 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, miless a special contract is made for the same. HENRY WOOD, General Superintendent

TRAVELING GUIDE.

PHILADELPHIA, GERMANTOWN AND NORRISTOWN
RAILRIAD. TIME TABLE.—On and after WEDNESDAY, November 1st, 1885, until further notice,
FOR. GERMANTOWN.
Leave Philadelphia—6, 7, 8, 9, 10, 11, 2, A. M.; 1, 2, 8, 10,
minutes, 3%, 4, 5, 5%, 6, 7, 8, 9, 10, 11, 12, P. M.
Leave Germantown—6, 7, 7%, 8, 20, 9, 10, 11, 12, A. M.;
1, 2, 3, 4, 3, 6, 5%, 7, 8, 9, 10, 11 P. M.
The 8,20 down train, and the 3% and 5% up trains de
not stop on Germantown Branch. The 8.20 down train, and the 3x and 5x up trains de not stop on Germantown Branch.

ON SUNDAYS.

Leave Philadelphia—9.10 minutes, A. M.; 2, 7 and 10%, P. M.

Leave Germantown—8 A. M.; 1, 6 and 9x, P. M.

CHESTNUT HILL RAILROAD.

Leave Philadelphia—6, 8, 10, 12, A. M.; 2, 8x, 5x, 7, 3, and 11, P. M.

and 11, P. M.
Leave Chestrut 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 Philadelphin—9.10 minutes, A. M.; 2, and 7
P.M. .M. Leave Chestnut Hill—7.40 minutes, A. M.; 12.40, 5.40 Leave Chesidus Hill—7.70 minutes, — and 9.25 minutes P. M.

FOR CONSHOHOCKEN AND NORRISTOWN,
Leave Philadelphin—8, 8.35, 11.05 minutes, A. M.; 1½,
8, 4½, 5½, 6½, 3.05, and 11½, P. M.
Leave Norristown—5%, 7, 7.50, 9, 11, A. M.; 1½, 4½, 6 Leave Norristown—52, 7, 7,50, 9, 11, A. M.; 1½, 4½, 6 and 8 P. M.

The 5½ P. M. train will stop at School Lane, Wissahlekon, Manayunk, Spring Mills and Conshohocken only.

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, 3.25, 11.65 A. M.; 1½, 3, 4½, 5½, 6½, 525, and 1½ P M.

Leave Manayuna—6½, 7½, 8.20, 9½, 11½, A. M.; 2, 5, 6½ and 8, P. M.

ON SUNDAYS. 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 stre

W. T. WILSON, General Superintendent,
Depot. Ninth and Green streets,
PHILADELPHIA AND ELMICATAWISSA RAILEGOAD.
Short line to Williamsport, Elmira, Oil Regions, Erie,
Buffalo, Niegara 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 PennaylvaBeading R. E. Depot,
S. 20 P. M.
S. 20 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 Enfalo with Lake Shore R. R.; and at Suspension Bridge with Great Western railway; at Dunkirk and Enfalo with Great Western railway; as how the line, Sleeping cars on all night trains.
Second class cars with cushioned seats accompany seach express train, giving passengers the advantage of high speed with low fare.
For through tickets and further particulars concern ing the routes, apply at the.

For through analysis the ing the routes, apply at the.

Ticket Office, 425 Chestnut street.

N. VAN HORN. Pas. Agt.

WEST JERSEY RAILROAD
LINES From fost of Market street
-Upper Ferry. Daily, oxcept Sundays. FALLAND
WINTER ARRANGEMENT,
Commencing WEDNESDAY, NOVEMBER 18th,
1885 Commencing WEDNESDAY, NOVEMBER 1814, 1865.

For Bridgeton, Salem, and all Stations on West Jersey and Salem Railroads at 9 A. M. and 3.30 P. M. For Miliville and all intermediate Stations, at 9 A. M. and 3 P. M. and 3 P. M. and 3 M. A. M. 3 A. M. 3 A. M. 3 A. M. 3 A. M. S. A. M. For Gissicory and intermediate Stations, at 9 A. M., 8, and 5.39 P. M.

For Woodbury, Gloucester, &c., at 9 A. M., 8, 2.30, and 5.39 P. M.

Freight train will leave Philadelphia from Sandford's Whart at to A. M., and Camden, at 12 M.

J. VAN RENSELAER, Superintendent, THE WEST JERSHY EXPRESS COMPANY Will attend to ell the usual branches of Express Bosness, receive, deliver, and forward, through other responsible Express Companies, to all parts of the country, any article entrusted to them. A Special Messenger arrompenies each through train. Office, No. 5 Walnut street

walnut atrect

Walnut atrect

Walnut atrect

Walnut atrect

Willed No. 5

Willed No. 6

Will MINGTON AND BALITI
MORE RAIL ROAD VIA BALITIMORE AND OHIO

RAILEOAD.

THROUGH FREIGHT DEPARTMENT,

DEPOT BROAD STREET, ABOVE OHERRY.

The undersigned will continue the General Freight

Agency of the Fullsdelphia, Wilmington and Baltitimore Railroad, for Philadelphia, by way of the above

route is 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 raiss and further information, apply to

A. COWTON & OO.,

General Freight Agents,

JOHN S. WILSON, FREIGHT AGENT.

AND AFFER MONDAY, JAN. STR. 1868, the Express Train of the Raritan and Delaware Bay Rallroad will leave Camden, from Vine Street Ferry at P. M.

Low Fare.

ON AND AFFER MONDAY, JAN. STR. 1868, the Express Train of the Raritan and Delaware Bay Rallroad will leave Camden, from Vine Street Ferry at P. M.

Librough in five hours. Fare \$2.00. Excursion Tickets good for three days, \$3.00.

Freight Train leaves at 1210 P. M. and arrives in New York next morning. New York next morning.
FROM NEW YORK, Express line leaves Pier No. 3
at 12:30 P. M. and arrives in Camden at 5:30 P. M. at 12:30 P. M. and arrives in Camden at 5:30 P. M. Freight and Accommodation line leaves at 4 P.M. and arrives at (amden at 11 P. M. Freight taken at lew rates. Apply to L. B. Cole, Agent Cooper's Point, Camden. [as-tf] W. S. SNEDEN, Superintendent.

BUSINESS CARDS.

HOOP SKIRTS, of Hopkins' "own make." at No. 623 ARCH Street. These skirts are gotten up expressly to meet the wants of first-case tade, and embrace every size and style for Ladies. Misses and Children, which, for finish and durability, have no equal to the market, and warranted to give satisfaction. Also, constantly on hand, a full assortment of good Fasteru made skirts, from 15 to 40 springs, at very low prices. Skirts made to order, altered and repaired. Wholesale and retail. nol3-6m altered and repaired. Wholesale and retail. nois-6ml

C. KNIGHT & CO.. WHOLESALE GROCERS,
L.S. E. Cor. WATER and CHENTNUT streets, Philadelphia. Agents for the sale of the Products of the
Southwork Sugar Refinery and the Grocers' Sugar
House, of Philadelphia. 181-197 House, of Philadelphia. Jai-lyr

GEORGE SHARP. Patentee and manufacturer of
the BALL PATTERN SILVER WARE, No. 414 Frane street. JAMES A. WEIGHT. THORNTON PYKE. CLEMENT A.
GRISCON, THEOLOGICE WRIGHT, FRANK L. MEALL,
PETPR WRIGHT & SONS,

Importers of Earthenware, and Shipping and Commission Merchants, No. 115 WALNUT Street, Philadelphia,

into Frank Roos in the Works, working a chiros Scations, &c. Set it is and Gas Machinery, of the latest and most improved construction.

Every description of Plantation Machinery; and Sugar, Saw and Grist Mills, Vacuum Pans, Open Stean Trains, Defactors, Filters, Pumping Entrances

Steam Trains, Defactors, Filters, Pumping Engines, &c.

sines, &c.

Sole Agents for N. Billeur's Patent Sugar Bolling
Apparatis, Neemyth's Patent Steam Hammer and
Aspirwall & Weolson's Fatent Centrifugal Sugar
Draining Machine.

PENNSYLVANIA WORKS—on the DELAWARE
River, below PEILADELPHIA,
CHESTER, Delaware county, Pa.
REANEY, SON & CO.,
Engineers and Iron Boat Builders,
Manufacturers of
All kinds of
CONDENSING AND NON-CONDENSING EMFropellers, &c., &c.
T. REANEY, W. B. REANEY, S. ARCHIBOLD,
Late of
Despirer, Washe & Cr.,
Engineer Northead Cr.,
Engineer Northead Cr.,
Engineer Northead Cr.,
Engineer in Chiefe T. REANLEY, W. B. REANLEY, S. ARCHHEOLD,
Late of
Reaney, Neside & Co.,
Penn Works, Phils.

[1918-11] 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,
horses and vehicles to hire. Also carriages for funerals, to care, steamboats, &c.

THOS. CRAIGE & SON.

THOS. CRAIGE & SON.

CAS. FIXTURES.—MISKEY, MERRILL & CONTROL OF THACKARA. NO. 718; I CHESTNUT street, Mannfacturers 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.

ranted. Jaso

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

OOAL. 8. MASON BINES.

JOHN J. SHEAP?

NHE UNDERSIGNED INVITE ATTENTION TO

THE UNDERSIGNED INVITE ATTENTION TO
their stock of
Buck Mountain Company's Coal,
Lenigh 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 HINES, Franklin Institute Building, SEVENTH street, below Market, will
be promptly attended to. BINES & SHEAFF,
886,ft Arch Street Wharf, Schuylkin, NEW BOPS—Growth of 1885. Just received, in store of and of sales of william S. GRANT, and of sales of

122 SEROONS CARACCAS INDIGO now landing from Bark WHITE WING for sale by JOHN DALLETT & CO, 128 Walnut street.

SHIPPING FOR NEW YORK.

EXPRESS STEAMSHIP LINE Have commenced their regular OUTSIDE trips. The NEW and first class Steamships WASHINGTON, Captain Chichesters

NORFOLK, Captain Vance.

ALEXANDRIA, Captain Hattrick.

VIRGINIA, Captain Snider.

Leaving from each city on TUESDAYS, THURS.
DAYS and SATURDAYS, from first wharf below
Market street, Philadelphia, and Piers II and I5 East
River, New York.

These Steamships Insure at lowest rates.

River, New York.

These Steamships Insure at lowest rates,
These Steamships Insure at lowest rates,
Freight received DAILY at our usual low rates,
WM. P. CLYDE & CO. Agents,
14 South Wharves, Philadelphia.
14 South Wharves, Philadelphia.
138-147 117 Wall street, New York. HAMIL'S PASSAGE OFFICE.

"ANCHOR LINE OF STEAMERS,"!
"HIBERNIA." "COLUMBIA."
"BRITANNIA." "INDIA."
"Steymic"

THE PAID CERTIFICATES issued for bringing out passengers from the above issued for bringing out passengers from the above points at LOWER RATES THAN ANY OTHER LINE. Also, to and it on all STATIONS ON THE IRISH RAILWAYS. SPECIAL NOTICE - Passengers will take particular notice that the "Anotro Line" is the only line grating through to kets at the above rates, from Philadelphia to the points named above, and that the undersigned is the only duly authorized Agent in Philadelphia. Apply to Sole Agent for "ANCHOR LINE." jazzif Sole Agent for "ANCHOR LINE."

Sole Agent for "ANCHOR LINE,"

jazzif Sole Agent for "ANCHOR LINE,"

jazzif No. 217 WALINUT Street

No. 217 WALINUT Street

Stream TO LIVERPOUL.

Calling at QUEENSTOWN, the Inman Line, sailing

SEMI-WEEKLY, carrying the U. S. Mails.

ETNA Sturday, Feb. 16

CHTY OF MANCHESTER. Wednesday, Feb. 16

CHTY OF WASHINGTON. Saturday, Feb. 17

CHTY OF CORK. Wednesday, Feb. 17

At Noon, from Pier 44 North River.

RATES CF PASSAGR.

PAYALLE IN GOLD.

First Oabin. Sol Steerage to London. 36

First to London. Sol Steerage to London. 37

First Cabin. Sol Steerage to London. 37

First to London. Sol Steerage to Lon

JOHN G. DALE, Agent, jet5

III Walnut street, Philadelphia,

FOR BOSTON.

SIEAMSHIP LINE DIREOT,

EALLING FROM EACH POET EVERY FIVE DAYS.

FROM PINE ST. WHARF, PHILADELPHIA,

AND LONG WHARF, BOSTON.

The steamship ARIES. Captain Crowell, will saft from Philadelphia on Juesday, Feb 18, at 10 A. M.

The steamship NORMAN, Captain Baker, will saft from Boston on Friday, February 16, at 12 M.

The line between Philadelphia and Boston is now composed of the

SAXON, Captain Matthews, 1200 tons burthen.

ARIES, Captain Crowell, 900 tons burthen.

ARIES, Captain Crowell, 900 tons burthen.

These substantial and well appointed steamships will sail punctually as a dvertised, and freight will be received every day, a steamer being always on the berth to receive cargo.

Shippers are requested to send Bills of Lading with their goods.

For freight or passage, apply to

HEN RY WINSOR & CO.,

felt 322 South Delaware avenue.

PEILALELPHIA RICHMOND AND NORFOLK STEAMSHIP COMPANY. The fine steamships of this Line insure at the lowest rates and sail regularly from the First Wharf above Market street, every

WEDNESDAY and SATURDAY, At Noon, Connecting with Railrosds from Richmond, Norfolk and City Point, forming the most direct route for the South and South west.
For freight or passage, with excellent accommodations, apply to

WM. P. CLYDE & CO...

WM. P. CLYDE & CO., 14 North and South Wharves. SIEAMSHIP MATAGORDA FOR NEW ORLFANS, LA., DIRECT FROM WIL-MINGTON, DE L.
The A1 from side-wheel Steamship MATAGORDA, 1,660 tons register. is now loading for the above port, and will sail in about a week.
For freight or passage, having splendid stateroom accommodations, apply to
BISHOP, SON & CO.,
105 Arch street.

The five Art from state and the standard from Philadelphia for the above port about March 1st.
Agent at New Orleans. Mr. I. C. Harris, Esq., who will forward all goods addressed to his care for the interior or Texas.

NEW EXPRESS LINE TO ALEXANDER ANDRIA, Georgetown and Washington, via thesapeake and Delaware Canal, with connections at Alexandria, Va., form the most direct route for Lynchburg, Bristol, Knorville, Nashville, Dalton and the Southwest.

Steamers leave First Wharf above Market street every Wednerlay and Saturday at 12 M.

For freight apply to the agents,

W. P. CLYDE & CO.,
It North Wharves.

14 North Wharves, J. B. Davidson, Agent at Georgetown; M. Eldridge & J. B. Davidson, Agent at Georgetown; M. Eldridge & Co., Agents at Alexandria.

S. NEW TOW-BOAT LINE.

S. NEW TOW-BOAT LINE.

AND TOW-BOAT COMPANY.

BARGES towed to and from PHILADRIPHIA.

HAVRE-DE-GRACE. BALTIMORE. WASHINGTOM, and intermediate points.

No. 14. South Wharves, Philadelphia.

Captain JOHN LAUGHLIN, Superintendent. THE OLD ESTAPLISHED INDEPENDENT OUTSIDE LINE FOR NEW YORK
IS receiving freight daily at low rates, second wharf
below Spruce street, and will insure at low rates,

Ref-tig 314 and 316 South Delaware avenue,

ref-tin 314 and 316 South Delaware avenue,
FOR SAN FRANCISCO,
ROBINSON'S CALIVORNIA CLIPPER LINE,
SAILING REGULARLY AS ADVERTISED,
Freight for this Line sent to New York by SwiftSure Line at reduced rates.
The splendid A! extreme clipper ship
CARLYLE,
Is now rapidly loading at pier 11 East River.
This beautiful vessel is one of the sharpest and
the best vessels now loading. Having a portion of her cargo on board with large engagements, will have quick despatch. For freight, anoly to
jazzit

FOR LA GUAYRA AND PUERTO CATHE BELLO.—The bark WHITE WING, WIIKie,
master, will sail at an early day for the above ports. For freight or passage, apply to JOHN DALLETT & CO., No. 128 Walnut street.

FOR BALTIMORE, MD.—The time schooner

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

North Wharves.

FOR FREIGHT OR CHARTER.—The fine byig E. P. STŁWART Captain Holland, 4,000 bbis. capacity. Apply to DAVID COOPER, 18 N. Wharves.

FOR BREMEN.—The Al Bremen ship EMIL for Capt. Henry Ocken. For Cabin passage, having ine accommodations, apply to the Captain on board, or to WORKMAN & CO., 123 Walnut St. del8 15 FCR SALE LOW.—The schooner DAMON, 165 tons register, 66 feet long, 27 2 10 feet beam, and 8 3-10 feet hold. Hull has just been repaired and Spars are entirely new. May be seen at first wharf above Race street. For terms, apply to E. A. SOUDER & CO., Dock street wharf. A. SOUDER & CO., Dock Street wharf.

Fe 10t.

FOR LIVERPOOL.—With Quick Despatch.—

The fine A merican ship ZOUAVE, L. C. Blair,
master, having the greater portion of her cargo
engaged, and now going on board, will sail soon. For
balance of rieight or passage apply to PETER
WRICHT & SONS, 115 Walnutstreet.

WRIGHT & SOLS, IN WARRIEST, IE. II

STEAMSHIP ARIES, FROM BOSTON.—ConSignees of merchandise, per above steamer, will
please send for their goods, now landing at Pine street
Wharf,
fes-st
HENRY WINSOR & CO. GONSIGNEES' NOTICE.—The schooner SARAHA.
HA MMOND, Paine, master, from Boston, is now discharging her cargo at first wharf below Callowhill street. Consignees will please attend to the reception of their goods. DAVID COOPER, 16 N. Wharves. 183

of their goods. DAVID COOPER, is N. Wharves, fer of their goods. DAVID COOPER, is N. Wharves, fer of their goods. DAVID COOPER, is N. Wharves, fer of their goods. David persons are hereby cautioned of against trusting any of the crew of the first plot. Ye., as no debts of their courtacting will be paid by captain or consignee. EDMUND A. SOUDIER & CO., Dock street whark.

Notice—All persons are hereby cautioned against harboring and trusting any of the crew of the Danish brig DEMMARK, as no debts of their courtacting will be paid by captain or consignees. WORK. MAN & CO., Consignees, 12x Walnut street.

TAS. S. SHINDLER, SECCESSOR TO JOHN SHINDLER, the S. SHINDLER, SECCESSOR TO JOHN SHINDLER, and warranced to give pervised their court favorable torns, and warranced to give pervisect satisfaction.

Particular attention given to revairing.

POR SALE S. ELLIS & CO. S SHIP SHEATHING I TO FELT, in 10s to suit. Apply to PETER WRIGHT 11s BONS/115 Walnut street. DENTISTRY Estlement Layron THE COLTON DENTAL ASSOCIATION OF THE COLTON DENTAL ASSOCIATION EXTRACTION THE COLTON OF THE RESERVE OF THE COLTON OF THE COLTON