From Our Third Edition of Yesterday.

The Pennsylvania Election.

LAWRENCE COUNTY.

PITTSBURGH, Oct. 10, P. M.—Lawrence county gives a Union majority of 2 060. All the districts are heard from and Covode (Rep.) is certainly elected by about 350 majority.

WESTMORELAND COUNTY.

This county gives a Democratic majority of about 1,000.

FAYETTE COUNTY.

Fayette county gives about 900 Democratic majority.

INDIANA COUNTY.

Covode has a majority of 2,250 in Indiana county, which overcomes the Democratic majorities in Westmoreland and Fayette.

BUCKS COUNTY.

Bucks county gives 560 majority for Ross.

MONTGOMERY COUNTY.

Cheltenham, Montgomery county gives 78 majority for Geary—a gain of 11.

Abington, Montgomery county, gives 1 majority for Geary—a gain of 35.

LYCOMING, UNION AND SNYDER.

In this Legislative District the majority for the Union candidates is about 400.

Venango County.

TIONESTA, Oct 10.—Geary's vote in this town is 76 and Clymer 51. Finney (Rep.) for Congress, Twentieth Congressional District, has 81 and McCalmont (Dem.) 51—a Democratic gain of 22 over the Auditor-General's vote of last year.

Lycoming County.

[Special Despatch to the Bulletin.]

WILLIAMSPORT, October 10.—Lycoming county gives 450 for Clymer and 101 for Geary.

Election Returns from Ohio.

CINCINNATI, Oct, 10—2 P. M.—The total vote in the city yesterday foots up over 29,000, which exceeds by over 3,000 any previous vote cast here.

Eggleston, (Rep.,) in the 1st district, has 900 majority, and Hays, (Rep.,) in the 2d district 2,600. The vote for or against the purchase of the Gas Works by the city, was overwhelmingly in favor of the purchase.

The Union majority in the State is about 50000.

Vermont Items.

BINGHAMPTON, Vt., October 10.—The grand jury at the session of the Court of Oyer and Terminer, sitting here last week, indicted for arson Doctors Jonathan Edward Turner and Thomas Jefferson Gardiner, Superintendent and Assistant Physicians of the State Inebriate Asylum, for setting fire to the north wing of that building on the 16th of September, 1864, a portion of which was destroyed.

Doctors Turner and Gardiner gave bail in the sum of $5,000 each to appear and answer the charge.

From Canada.

TORONTO, Oct. 10.—The party of Royal Engineers that lately arrived here are now inspecting the country to decide on the possibility of erecting fortifications.

The 61st British regulars had no sooner disembarked at Quebec, than orders were received to send them immediately to Bermuda.

A Russian Commission is here examining the working of the municipal institutions in Canada.

From Mexico.

NEW YORK, Oct. 10.—The steamer Manhattan from Vera Cruz, on the 30th, via Havana, on the 5th, has arrived at this port.

It was reported that Maxmilian had taken a strong stand in relation to retaining his empire in Mexico, that French money was on its way to him and that the French troops will remain to support him.

Robbery of an Adams Express Safe.

ILION, N. Y., Oct. 10.—The safe at Adams Express office of this place was blown open this morning and robbed of $2,400 worth of United States Revenue Stamps, of denominations ranging from one cent to ten dollars; $1,200 in postage stamps, and $500 in currency, seven-thirty coupons, etc.

A reward of $200 is offered for the arrest of the robbers.

Fire at Oswego.

OSWEGO, Oct. 10.—Neil Blackwood's bakery, a small dwelling house owned by J. McQuade, and a considerable quantity of lumber in E. L. & S. Thornton's yard, were destroyed by fire last night. Loss unknown. There was an insurance on the lumber for $4,800.

Arrival of the Asia.

HALIFAX, Oct. 10th.—The Asia has arrived, with advices to Sept. 30th, via Queenstown. Her news has been anticipated by the Atlantic Cable.

The Baltimore Election.

BALTIMORE, Oct. 10.—The election is proceeding quietly and the voting is confined entirely to the old registration list.

Ship News.

NEW YORK, October 10th.—Arrived steamer Teutonia, Southampton. A despatch to the Merchants' Exchange News Room says: The steamer seen by the schooner Mary A. Magee, from Philadelphia for Mobile, towed into Fortress Monroe, on the 5th instant, in distress, and reported as the North Star, was no doubt the Santiago de Cuba, for Greytown, which put back to New York on the 7th. The North Star has been laid up here for the last six months.

Markets.

NEW YORK, Oct. 10—Cotton firm at 38@40c. Flour has declined 10@20c; sales of 8,000 bbls; State, $7 90@$13 75; Western, $7 90@$11; Southern, $11 90@$16 25. Wheat 2@3c lower; sales of 7,060 bushels old Milwaukee $1 90. Corn quiet; sales unimportant. Beef steady. Pork firm; 1 800 bbls. mess sold at $33 10. Lard firm. Whisky steady.

Stocks are higher. Chicago and Rock Island, 107¾; Cumberland Preferred, 57¼; Illinois Central, 123¼; ditto bonds, 103; Michigan Southern, 89; New York Central, 115¾; Pennsylvania Coal, 55; Reading, 116¾; Canton Company, 55; Virginia 6s, 69¼; Missouri 6s, 81½; Erie Railroad, 84¼; Western Union Telegraph Company, 55¼; Treasury 7 3-10s, 106¾; Five-Twenties, 113¼; Coupon 6s, 112¼; Gold, 158¾.

BALTIMORE, Oct. 10—Flour is firm; Western Superfine, $11; Extra, $13. Wheat, very firm; receipts light. Corn scarce; White, $1 14@$1 15. Oats dull and 1c.@2c lower. Seeds—Clover is quoted at $3 12½; Flaxseed, $3 15. Provisions quiet. Mess Pork and cut meats, steady. Coffee—Rio active; stock in first hands, 2,590 bags. Sugar steady. Whisky steady.

GOVERNOR GEARY.

His Reception of the News of his Election.

HARRISBURG, Oct. 9th, 1866.—When the returns announced the fact of General John W. Geary's election as Governor of Pennsylvania, the "Boys in Blue" formed a procession and proceeded to the Jones House, for the purpose of serenading him. When the band had ceased playing, General Geary, who was loudly called for, appeared and responded to the compliment in the following address:

FELLOW-CITIZENS:—As the candidate and representative of the triumphant Union Republican party of Pennsylvania, I reciprocate your congratulations, and return you my sincere thanks for this greeting. It is indeed a noble victory we have achieved. We cannot too fervently and too repeatedly offer thanks to Almighty God for this new evidence of His presence in the midst of our national difficulties. The same hand that guided us through the sufferings and death of a causeless rebellion has led us safely through a new and even more tremendous peril. The intelligence of the terrible overthrow of treason in Pennsylvania, the sublime civic sequel to the crowning victory of Gettysburg—the second and final surrender of the rebel sympathizers, will forever and justly settle many disputed questions.

It permanently establishes the fact that the Government of the United States is vested in the American people and in their representatives in Congress assembled, and not in a corrupt Executive.

And upon this strong and granite foundation we shall now proceed to fortify against the inroads of time and the attacks of treason, the following truths and covenants.

"That the Government of the people, by the people, and for the people, shall not perish from the earth;

"That cruel and revengeful traitors, defeated in battle shall not be restored to ruin the country they attempted to destroy;

"That when our forefathers declared man capable of self government, they rejected the heresy of human slavery, and pledged equal political rights to all their successors;

"That hereafter the citizen represented in the State and National Legislatures must be clothed with the rights of citizenship;

"That all the agencies of the Government, civil and military, must be perseveringly and sternly exercised to protect, vindicate, and if needs be, avenge our oppressed brothers in the South against the savage persecutions of rebels who are still so impenitent and defiant that even Andrew Johnson fears to pardon them;

"That this obligation is as sacred as that which made the Roman citizen strong and respected all over the world, and which stimulates the British Government to day to defend British subjects against oppression and persecution, however remote and however remorseless; that as we must choose between those who will not yield to the conquerers' terms in the recent insurgent States and those who have fought steadily for the Government and pray for its protection, we gladly prefer the men who offered their lives for the flag to those who continue to scorn and trample upon it."

The defeat of the sympathizers with treason, and the overthrow of an abandoned and ungrateful Executive in Pennsylvania, opens the whole Southern country to the progressive people of the North, with their ten thousand intellectual and elevating agencies, and better than this, it secures to the resident loyalists, white and black, those natural and civil rights pledged in the Declaration of Independence and secured by the laws of the land. What Pennsylvanian who contributed to the resplendent majority we contemplate with such gratitude and joy to-night will not feel proud that to his vote and to his energy mankind is indebted for these priceless blessings.

Having fortified these great truths against all future dangers it is for us of Pennsylvania to maintain the forward position we have so proudly won.

The result proves that an intelligent people cannot be driven away from principle by appeals to prejudice. But it fixes the fact more than all that profligacy and proscription in high places serve to arouse popular indignation and to strengthen popular convictions. No tyrant in any age—not even that of Nero whose infamy is written in the immortal pages of Seutonius, ever descended so low in his efforts to debauch or reached so high in his efforts to destroy, as Andrew Johnson. Strong in the stolen power of a betrayed people, he stretched forth his arm, paralyzing where he could not purchase, and scourging where he could not subdue. Our State was converted into a market place, where the offices of the people were proffered to themselves as the price of their own degradation, and where honest opinion was ostracized and craven sycophancy disgustingly rewarded. But this attempt to restore the traitors of the South and to revive the Copperheads of the North has proved to be a galvanism so brief that his failure has consigned both to a deeper death and to a darker grave than that they occupied before. The Commonwealth that has resisted and defied such bribes and such brutalities may well claim the proud title of being the fortress of American freedom. But as I speak to you I feel that we are not alone entitled to the laurels of transcendant triumph. Indiana and Ohio complete the triumvirate as they compete for the palm. Let us share it with them as those who won the immortal battles against rebellion shared equally the dangers and the honors of the conflict.

Now that we have done our duty, it will be easy for others to follow—easy, let us hope for Maryland to hold the position so bravely and so bloodily won during the war, and now sought to be torn from her by returned rebels and pensioned mercenaries; easy for Tennessee to retain and rivet the splendid position she has captured from a double treason; easy for Delaware to cut loose from the prejudices under which she has groaned so long; easy for Missouri to add another page to her crimsoned yet immortal record; and above all, easy for the patriots of the South to compel obedience to the last generous proffer of the American people in the new amendment of the National Constitution.

CITY BULLETIN.

The Sixteenth Ward Returns.

In our tables of the election returns of the city, the vote of the sixteenth Ward is omitted. The following are the returns of that Ward, as returned officially this morning to the office of the Prothonotary of the Courts of Common Pleas:

For Governor.		*Coroner.*	
Geary	1897	Daniels	1806
Clymer	1851	Burmeister	1861
For Congress.		*Receiver of Taxes.*	
Myers	1795	Peltz	1820
Buckwalter	1870	Melloy	1845
For President Judge.		*City Commissioner.*	
Allison	1920	Conner	1894
Hood	1754	Ballier	1869
For Associate Judges.		*Prothonotary of District Court.*	
Peirce	1831	McManes	1792
Brewster	1834	Lynn	1872
Otterson	1841	*Clerk of Quarter Sessions.*	
Greenbank	1845	Butler	1766
Recorder of Deeds.		Lutts	1894
Owen	1773	*Common Council.*	
Lyle	1892	S. S. Tompkins, R.	1813
		Geo. H. Hetzel, D.	1871

DEATH OF A WELL-KNOWN CITIZEN.—We regret to announce the death of Alexander Wilson Esq., formerly well known in the transportation business. He had resided in this city for more than a score of years, but had previously lived in the interior. He died yesterday afternoon. His age was seventy-five years. His decease will be regretted by very many old friends.

THE CHOLERA.—There were fifteen new cases of cholera reported at the Office of the Board of Health to-day.

Sales at Philadelphia Stock Board.

SALES AFTER FIRST BOARD.

$1000 Camd & Atlantic 2d mgt	90	400 sh Susq Cnl	14
500 U S 5-20s '65	108¾	200 sh Read R	58¼
1000 do '64	110¾	100 sh do b30	58¼
3500 City 6s new	99¾	25 sh Mech Bk	33
1500 Lehigh 6s '84	91¾	12 sh Comm'l Bk	58
5000 Penna 5s	95¾	10 sh Cam & Am scp	45½
600 U S 7 3-10s June	106	100 sh do	45¼
1000 Susq Canl Bds b5	61	158 sh Minehill R b5	57

SECOND BOARD.

$2500 U S 5-20s '65 cp	110¾	100 sh Germ Pas R b60	30
10000 U S 5 20s '62 coup	113	52 sh Penna R	56¾
5000 do	113	100 sh Reading R	58 3-16
5300 Lehigh 1884	92	100 sh Phil&Erie R	32¾
39 sh Frank'n F In	320		

BUSINESS CARDS.

H. C. LANCASTER. GRAIN STORE, SPRUCE STREET WHARF. ESTABLISHED IN 1826. CORN, OATS and MILL-FEED sold Wholesale and Retail at lowest Market Rates, and delivered to all parts of the City. se7-ly

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-lyr

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

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; and Sugar, Saw and Grist Mills, Vacuum Pans, Open Steam Trains, Defacators, Filters, Pumping Engines, &c. Sole Agents for N. Billeux's Patent Sugar Boiling Apparatus, Nesmyth's Patent Steam Hammer and Aspinwall & Woolsey's Patent Centrifugal Sugar Draining Machine.

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

JAMES A. WRIGHT. THORNTON PIKE. CLEMENT A. GRISCOM. THEODORE WRIGHT. FRANK L. NEALL. PETER WRIGHT & SONS, Importers of Earthenware, and Shipping and Commission Merchants, No. 115 WALNUT Street, Philadelphia.

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, Library street.

GROCERIES.

A Lot of Fine Old African Coffee, Small Bean, Also, GENUINE MOCHA and GOVERNMENT JAVA COFFEES. For Sale by JAMES R. WEBB, WALNUT and EIGHTH Streets.

NEW GREEN GINGER—Just received and for sale at COUSTY'S East End Grocery, No. 118 South Second street.

PARMESAN, PINE APPLE, DUTCH AND SAP SAGO CHEESE, in store and for sale at COUSTY'S East End Grocery, No. 118 South Second street.

ITALIAN MACARONI, VERMICELLI, PASTINES, in store and for sale at COUSTY'S East End Grocery, No. 118 South Second street.

LEMON PEEL, ORANGE PEEL, CITRON AND Raisins, always to be had at COUSTY'S East End Grocery, No. 118 South Second street.

STUFFED MANGOES, PEPPERS, OLIVES, Genuine Scotch Ale and London Porter, New Pickled Salmon, New No. 1 Mess Mackerel, Genuine English Mustard at COUSTY'S East End Grocery, No. 118 South Second street.

HAMS! HAMS!!—J. Stewart's Trenton, Davis' Star Hams, Briggs & Swift's celebrated Cincinnati Hams, and J. Bower's City Cured, warranted to give satisfaction. For sale by M. F. SPILLIN, N. W. corner Eighth and Arch.

OLIVE OIL.—100 baskets Latour and other favorite brands of Salad Oil, for sale by M. F. SPILLIN, N. W. corner Arch and Eighth.

JAVA COFFEE.—Pure Old Government Java Coffee for sale by M. F. SPILLIN, N. W. corner of Arch and Eighth streets.

TEAS! TEAS!!—100 packages of very choice new crop Green and Black, of the late importation. As these Teas have been bought since the decline in gold we are prepared to furnish families at greatly reduced prices. For sale by the box, or at retail. M. F. SPILLIN, N. W. corner Arch and Eighth streets.

COTTON AND LINEN SAIL DUCK of every width from one to six feet wide, all numbers. Tent and Awning Duck, Papermakers felting, Sail Twine, &c. JOHN W. EVERMAN & CO., No. 102 Jones's Alley.

TRAVELING GUIDE.

READING RAILROAD.—GREAT TRUNK LINE FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE SCHUYLKILL, SUSQUEHANNA, CUMBERLAND AND WYOMING VALLEYS, THE NORTH, NORTHWEST and the CANADAS. WINTER ARRANGEMENT OF PASSENGER TRAINS, Oct. 8, 1866, leaving the Company's Depot, THIRTEENTH and CALLOWHILL Streets, Philadelphia at the following hours:

MORNING ACCOMODATIONS.

At 7.30 A. M. for Reading and all intermediate Stations.

MORNING EXPRESS.

At 8.15 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.

READING ACCOMMODATION.

Leaves Reading at 6.30 A. M., stopping at all way stations; arrives in Philadelphia at 9.40 A. M.

Returning, leaves Philadelphia at 4.30 P. M.; arrives in Reading at 7.35 P. M.

Trains for Philadelphia leave Harrisburg at 8.10 A. M., and Pottsville at 8.45 A. M., arriving in Philadelphia at 1.00 P. M. Afternoon trains leave Harrisburg at 2.10 P. M., and Pottsville at 2.45 P. M.; arriving at Philadelphia at 6.45 P. M.

Harrisburg accommodation leaves Reading at 7.30 A. M. and Harrisburg at 4.10 P. M. Connecting at Reading with Afternoon Accommodation south at 6.30 P. M., arriving in Philadelphia at 9.10 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.; leave Philadelphia, for Reading at 8.00 A. M., returning from Reading at 4.25 P. M.

CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 7.30 and 8.15 A. M. and 5.00 P. M. trains from Philadelphia, returning from Downingtown at 6.35 A. M. and 12 30 Noon.

NEW YORK EXPRESS, FOR PITTSBURGH AND THE WEST.

Leaves New York at 7, 9 A. M. and 8.00 P. M., passing Reading at 1.05, 11.53 A.M., and 1.48 P.M. and connect 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., 9.15 P.M. passing Reading at 4.49 and 10.52 A. M. and 11.30 P. M. arriving at New York 10 A. M., and 2.45 P. M. Sleeping Cars accompanying these trains through between Jersey City and Pittsburgh, without change.

Mail train for New York leaves Harrisburg at 2.10 P. M. Mail train for Harrisburg leaves New York at 12 Noon.

SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsville at 7, 11.30 A. M. and 7.15 P. M., returning from Tamaqua at 7.25 A. M., and 1.40 and 4.15 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILROAD.

Trains leave Auburn at 7.50 A. M. for Pinegrove and Harrisburg, and at 1.50 P. M. for Pinegrove and Tremont; returning from Harrisburg at 3.20 P. M. and from Tremont at 7.35 A. M. and 5.25 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 obtainable 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 3.15 P. M.

PENNSYLVANIA CENTRAL RAILROAD. SUMMER ARRANGEMENT.

The trains of the Pennsylvania Central R. R. leave the Depot at Thirty-first and Market streets, which is reached by the cars of the Market Street Passenger Railway running to and from the Depot. The last car leaves Front street about thirty minutes, prior to the departure of each Train.

ON SUNDAYS—Cars leave Eleventh and Market streets 45 minutes before departure of each train.

MANN'S BAGGAGE EXPRESS will call for and deliver Baggage at the Depot. Orders left at the office, No. 631 Chestnut street, will receive attention.

TRAINS LEAVE AND ARRIVE AT DEPOT THUS:

LEAVE	
MAIL TRAIN	at 8.00 A. M.
DAY EXPRESS	" 10.00 "
PAOLI ACCOM., No. 1	" 11.00 "
FAST LINE & ERIE EXPRESS ¶	" 12.00 M.
HARRISBURG ACCOM.,	" 2.30 P. M
LANCASTER ACCOM.,	" 4.00 "
PAOLI ACCOM., No. 2	" 5.00 "
PITTSBURGH & ERIE MAIL, *¶	" 9.00 "
PAOLI ACCOM., No. 3,	" 10.00 "
PHILADELPHIA EXPRESS †	" 11.10 "
ARRIVE.	
CINCINNATI EXPRESS, †	" 12.40 A. M.
PHILADELPHIA EXPRESS ‡	" 7.10 "
PAOLI ACCOM., No. 1	" 8.20 "
COLUMBIA TRAIN,	" 9.00 "
LANCASTER TRAIN	" 12.40 P. M
FAST LINE	" 1.10 "
PAOLI ACCOM., No. 2,	" 4.10 "
DAY EXPRESS	" 5.50 "
PAOLI ACCOM., No. 3,	" 7.30 "
HARRISBURG ACCOM.,	" 9.50

*Daily, except Saturday. †Daily. ‡Daily, except Monday. All other trains daily, except Sunday.

¶Running through from Philadelphia to Pittsburgh and Erie without change of cars.

SUNDAY ACCOMODATION TRAINS for Paoli and intermediate stations leave Philadelphia at 9.00 A. M. and 7.00 P. M., returning, leave Paoli at 6.50 A. M. and 4.50 P. M.

A TICKET OFFICE

Is located at No. 631 Chestnut street, where Tickets to all important points may be procured, and full information given by JOHN C. ALLEN, Ticket Agent.

Also at Thirty-first and Market streets, on application to THOS. 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.

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.

PITTSBURGH, COLUMBUS AND CINCINNATI RAILROAD COMPANY.

THE PAN HANDLE ROUTE WESTWARD.

Owing to the great distance saved by THIS ROUTE the Government has assigned to it the carrying of the U. S. MAIL to the Principal Cities of the West and Southwest.

THERE BEING BUT ONE CHANGE OF CARS BETWEEN PHILADELPHIA AND CINCINNATI AND BUT TWO TO ST. LOUIS.

PASSENGERS BY THIS ROUTE WILL ARRIVE IN CINCINNATI, INDIANAPOLIS, CAIRO AND ST. LOUIS, ONE TRAIN IN ADVANCE OF ANY OTHER LINE.

Passengers leaving Philadelphia at 11.50 A. M. will arrive at Altoona in the evening for supper, where Woodruff's Celebrated Palace State-Room Sleeping Cars will be attached, and run through to Columbus without change, avoiding changing cars at Pittsburgh at midnight, a comfort never before afforded to the traveling community.

Be sure to purchase tickets "VIA STEUBENVILLE," at PENNSYLVANIA RAILROAD OFFICE, Corner Thirtieth and Market Streets, Philadelphia.

S. F. SCULL, Gen'l Ticket Ag't, Steubenville, O.
JOHN H. MILLER, Gen'l Eastern Pass. Ag't, 526 Broadway, New York.
JOHN DURAND, Gen'l Sup't. fe14-tf
Pennsylvania Railroad Office, 631 Chestnut street and Thirtieth and Market streets, West Philadelphia.

FOR NEW YORK.—RARITAN AND DELAWARE BAY RAILROAD.—From Ferry, foot of VINE st., Philadelphia.

9 A. M.—Express for Long Branch, New York and intermediate points.

2.25 A. M.—Way Mail and Express from Cooper's Point, Camden, arriving in New York at 9.30 A. M.

5 P. M.—Freight for New York and Way stations.

Goods delivered at Company's Depot, 320 North Wharves, Philadelphia, by 4 P. M. forwarded by this line, arrive in New York at 5 o'clock next morning.

RETURNING

The Passenger Steamer Jesse Hoyt leaves Pier 32 North River, foot of Duane street, N. Y., at 11 A. M., for Philadelphia Express, and for Way Mail and Express at 4 P. M., touching at Pier 3 North River, for passengers only, at 4 P. M.

Freight received at Pier 32 North River, N. Y., by 4.30 P. M. will be ready for delivery in Philadelphia early the following morning.

FARE TO NEW YORK, $2 00.

Ticket Office Vine Street Ferry.

For further information apply to Company's agents. R. H. CHIPMAN, Freight Office and Depot, 320 North WHARVES, Philadelphia. J. B. BURT, Pier 32 North River, foot of DUANE Street, New York.

Or at General Freight and Passenger Office, Philadelphia, No. 411 CHESTNUT Street.

W. N. CLAYTON, Superintendent, Red Bank, N. J.
S. C. HASTY, General Freight Agent, Red Bank, N. J.
T. BRENT SWEARINGEN, General Agent, Philadelphia.
se22-tf

PLEASANT DAILY EXCURSIONS up the river to Beverly, Burlington and Bristol, touching at Riverton, Torresdale and Andalusia, by the splendid Steamer JOHN A. WARNER, leaving Chestnut street wharf at 2 P. M. Returning, leaves Bristol at 4 o'clock, arriving at Philadelphia about 6 o'clock.

Fare for the excursion, 40 cents. au20-tf

TRAVELING GUIDE.

NORTH PENNSYLVANIA R. R.—THE MIDDLE ROUTE.—Shortest and most direct line to Bethlehem, Allentown, Mauch Chunk, Hazleton, White Haven, Wilkesbarre, Mahanoy City, and all points in the Lehigh and Wyoming Coal Regions.

Passenger Depots in Philadelphia, THIRD street, above Thompson, and corner of BERKS and AMERICAN streets.

SUMMER ARRANGEMENT, NINE DAILY TRAINS.

On and after Monday, May 21st, 1866, Passenger trains leave the Depot, Third street, above Thompson, daily (Sundays excepted), as follows:

AT 7.30 A. M.—Morning Express for Bethlehem and Principal Stations on North Pennsylvania Railroad, connecting at Bethlehem with Lehigh Valley Railroad for Allentown, Catasauqua, Slatington, Mauch Chunk, Weatherly, Jeanesville, Hazleton, White Haven, Wilkesbarre, Kingston, Pittston, and all points in Lehigh and Wyoming Valleys; also, in connection with Lehigh and Mahanoy Railroad for Mahanoy City, and with Catawissa Railroad, for Rupert, Danville, Milton and Williamsport. Arrive at Mauch Chunk at 11.45 A. M.; at Wilkesbarre at 2.45 P. M.; at Mahanoy City at 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 Allentown, Mauch Chunck, &c.

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 A. M., and 12.25 M., and 6.15 P. M.

12.25 train makes direct connection with Lehigh Valley trains from Easton, Wilkesbarre, Mahoney City, Hazleton, and arrives in Philadelphia at 2.30 P. M.

Passengers leaving Wilkesbarre at 1.15 P. M., connect at Bethlehem at 6.15 P. M., and arrive in Philadelphia at 8.40 P. M.

Leave Doylestown at 6.40 A. M. 3.15 and 5.20 P. M.
Leave Lansdale at 6 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 2.30 P. M.
Doylestown for Philadelphia at 7.20 A. M.
Bethlehem for Philadelphia at 4.30 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. my21

PHILADELPHIA, GERMANTOWN AND NORRISTOWN RAILROAD.—TIME TABLE.—On and after MONDAY, May 16th, 1866.

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, 4½, 5, 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, 3, 5, 8 and 10¾, P. M.

Leave Germantown—8 A. M.; 1, 4, 6½ 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, 5, and 8 P. M.

Leave Chestnut Hill—7.40 minutes, A. M.; 12.40, 5.10 and 9.25 minutes P. M.

FOR CONSHOHOCKEN AND NORRISTOWN.

Leave Philadelphia—6, 8.35, 11.05 minutes, A. M.; 1½, 3, 4½, 5¼, 6¼, 8.05, and 11½ P. M.

Leave Norristown—5½, 7, 7.50, 9, 11, A. M.; 1½, 4½, 6¼ and 8 P. M.

The 5¼ P. M. train will stop at School Lane, Wissahickon, Manayunk, Spring Mills and Conshohocken only.

ON SUNDAYS.

Leave Philadelphia—9 A. M.; 2½, 4, and 7¼ P. M.
Leave Norristown—7 A. M., 1, and 5½ and 9, P. M.

FOR MANAYUNK.

Leave Philadelphia—6, 8.35, 11.05 A. M.; 1½, 3, 4½, 5¼, 6¼, 8.05, and 11½ P. M.

Leave Manayunk—6½, 7½, 8.20, 9½, 11½, A. M.; 2, 5, 6¼ and 8½, P. M.

ON SUNDAYS.

Leave Philadelphia—9 A. M.; 2½, 4, and 7¼ P. M.
Leave Manayunk—7½ A. M.; 1½, 6, and 9½ P. M.

W. T. WILSON, General Superintendent, Depot, Ninth and Green streets.

WEST CHESTER AND PHILADELPHIA RAILROAD, VIA MEDIA.

SUMMER ARRANGEMENTS.

On and after MONDAY, June 4th, 1866, the trains will leave as follows:

WEST CHESTER TRAINS.

Leave Philadelphia for West Chester, from Depot Thirty-first and Market street, 7.20 A. M., 11.00 A. M., 2.30, 4.45 and 7.00 P. M.

Leave West Chester for Philadelphia, from Depot on E. Market street, 6.20, 7.30, 10.45 A. M., 1.55, 4.50 P. M.

Trains leaving West Chester at 7.30 A.M. and leaving Philadelphia at 4.45 P. M., will not stop at Pennelton and will stop below B. C. Junction at Media only.

PENNELTON TRAINS.

Leave Philadelphia for Pennelton 5.07 and 10.30 P. M.
Leave Pennelton for Philadelphia 8.16 A. M., 7.25 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 5.00 P. M.

ON SUNDAYS—The West Philadelphia Passenger cars will leave Eleventh and Market streets, half-an-hour before the Train leaves the depot, and will leave depot on the arrival of each train to convey passengers into the city.

Trains leaving Philadelphia at 7.20 A. M. and 4.45 P. M., and leaving West Chester at 7.30 A. M. and 4.50 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.

1866. PHILADELPHIA AND ERIE RAILROAD. 1866.

This great line traverses the Northern and North west 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 .... 7.00 A. M
Erie Express Train .... 1.00 P. M

LEAVE WESTWARD.

Erie Mail Train .... 9.00 P. M
Erie Express Train .... 12.00 M

Passenger Cars run through on the Erie Mail and Express Trains without change, both ways, between Philadelphia and Erie.

NEW YORK CONNECTION.

Leave New York at 9.00 A.M., arrive at Erie 9.30 A. M.
Leave Erie at 4.45 P. M., arrive at New York 4.10 P. M.

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 streets, Philadelphia.
J. W. Reynolds, Erie
Wm. 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 Superintendent, Erie.

WEST JERSEY RAILROAD LINES, from foot of Market street upper Ferry, commencing MONDAY, September 24 1866.

LEAVE PHILADELPHIA AS FOLLOWS:

For Bridgeton, Salem, Millville and all intermediate stations, at 8 A. M., Mail. 3 30 P. M., Passenger.
For Woodbury 8 A. M., 3 30 P. M., and 6 P. M.
For Cape May at 3 30 P. M.

RETURNING TRAINS LEAVE

Woodbury at 7.15 A. M., 8 40 A. M., and 4.54 P. M.
Bridgeton at 7.05 A. M. and 3.20 P. M. Freight 6.30 P. M.
Salem at 6.50 A. M. and 3 05 P. M. Freight 5.45 P. M.
Millville at 6.55 A. M. and 3.08 P. M. Freight 6.10 P. M.
Cape May at 11.45 A. M. Passenger and Freight.

FREIGHT will be received at Second Covered Wharf below Walnut street, from 7 A. M. until 5 P. M. Freight received before 9 A. M. will go forward the same day.

FREIGHT DELIVERY, No. 228 SOUTH DELAWARE AVENUE

J. VAN RENSSELAER, Sup't.

THE WEST JERSEY EXPRESS COMPANY will attend to all the usual branches of express business. A Special Messenger accompanies each through train. Office foot of Market street, Philadelphia.

se24-tf J. H. MARKLEY, General Agent.

TO PLEASURE TRAVELERS. THE SHORTEST ROUTE TO NIAGARA FALLS IS VIA THE CATAWISSA RAILROAD, Connections immediate and sure, Scenery Unsurpassed. No road so free from dust. Trains leave Philadelphia from PHILADELPHIA AND READING RAILROAD DEPOT, THIRTEENTH AND CALLOWHILL, at 8.15 A. M., NIAGARA FALLS' EXPRESS reaching Williamsport without change of cars at 6.50 P. M. (supper), arriving at Niagara Falls at 9.55 A. M. Sleeping Car through from Williamsport to Rochester without change.

Passengers remaining over night at Williamsport can resume journey next morning at 7.35, reaching Niagara Falls at 8.40 same evening.

Ask for tickets via Catawissa Railroad, which can be procured at the Company's office, 425 CHESTNUT street, under Philadelphia Bank, and opposite the Custom House, and at Depot, THIRTEENTH and CALLOWHILL streets.

jy19-tf N. VAN HORN, General Passenger Agent.

TRAVELING GUIDE.

PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD—TIME TABLE—Commencing MONDAY, July 2d, 1866. Trains will leave Depot, corner of Broad street and Washington avenue, as follows:

Express Train, at 4.15 A. M. (Mondays excepted), for Baltimore and Washington, stopping at Chester, Wilmington, Newark, Elkton, Northeast, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Magnolia, Chase's and Stemmer's Run.

Way-mail Train, at 8.15 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations between Philadelphia and Baltimore.

Delaware R.R. Train, at 9 A. M. (Sundays excepted), for Princess Anne, Milford and intermediate stations.

Express train at 11.45 A. M. (Sundays excepted) for Baltimore and Washington.

Express Train at 3.00 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Claymont, Wilmington, Newark, Elkton, North-East, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run.

Night Express at 11.00 P. M. for Baltimore and Washington.

Passengers by boat from Baltimore for Fortress Monroe, Norfolk, City Point and Richmond will take the 11.45 A. M. Train.

WILMINGTON ACCOMMODATION TRAINS, stopping at all stations between Philadelphia and Wilmington.

Leave Philadelphia at 9.00 A.M., 12.30, 4.30, 6.00 and 11.30 P. M. The 4.30 P. M. train connects with the Delaware Railroad for Harrington and intermediate stations.

Leave Wilmington 6.30, 7.15 and 9.30 A. M., 4.00 and 6.30 P. M.

The 7.15 A. M. train will not stop at stations between Chester and Philadelphia.

Trains for Newcastle leave Philadelphia at 9.00 A. M., 4.30 and 6.00 P. M.

THROUGH TRAINS FROM BALTIMORE

Leave Wilmington at 11.00 A.M., 4.36 and 10.00 P.M.

CHESTER FOR PHILADELPHIA.

Leave Chester at 7.28, 7.55, 10.14 and 11.40 A. M. 4.43, 5.10, 7.26 and 10.36 P. M.

From Baltimore to Philadelphia.—Leave Baltimore 7.25 A. M., Way Mail. 9.20 A. M., Express. 1.10 P. M., Express. 6.35 P. M., Express. 8.25 P. M., Express.

Trains for Baltimore leave Chester at 4.49 and 8.52 A. M., and 3.38 P. M.

Trains for Baltimore leave Wilmington at 5.23, and 9.33 A. M., and 4.15 P. M.

Freight trains with passenger cars attached will leave Wilmington for Perryville and intermediate stations at 6.05 P. M. Leave Baltimore for Havre de-Grace and intermediate Stations at 4.45 P. M. Leave Perryville for Wilmington and intermediate stations at 4.20 A. M., connecting at Wilmington with the 7.15 A. M. train for Philadelphia.

SUNDAY TRAINS.

Express Train at 4.15 A. M. for Baltimore and Washington, stopping at Chester, Wilmington, Newark, Elkton, Northeast, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Magnolia, Chase's and Stemmer's Run.

Night Express 11.00 P. M. for Baltimore and Washington.

Accommodation Train at 11.30 P.M., for Wilmington and Intermediate Stations.

BALTIMORE FOR PHILADELPHIA.

Leave Baltimore at 8.25 P. M., stopping at Havre de Grace, Perryville and Wilmington. Also stops at Elkton and Newark (to take passengers for Philadelphia and leave passengers from Washington or Baltimore) and Chester to leave passengers from Baltimore or Washington.

Accomodation train will leave Wilmington for Philadelphia and Intermediate Stations at 6.30 P. M.

H. F. KENNEY, Superintendent.

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 5 A. M., via Camden and Amboy, Accom.,	$2 25
At 8 A. M., via Camden and Jersey City Express,	3 00
At 2 P. M., via Camden and Amboy Express,	3 00
At 6.00 P. M., via Camden and Amboy, Accom and Emigrant, 1st. class	2 25
2d class	1 50

At 8 A. M., 2 and 5.00 P.M. For Mount Holly, Ewansville, Pemberton and Vincentown. At 5 A. M., and 2 P. M. for Freehold.

At 5 and 10 A. M. 12 M. 4, 5, 6, and 11.30 P. M., for Fish House, Palmyra, Riverton, Progress, Delanco, Beverly, Edgewater, Burlington, Florence, Bordentown, &c. The 10 A. M. and 4 P. M. lines runs direct through to Trenton.

LINES FROM KENSINGTON DEPOT will leave as follows:

At 11 A. M., 4.30, 6.45 P. M. and 12 P.M. (night) via Kensington and Jersey City Express $3 00

The 6.45 P. M. Line will run daily. All others Sundays excepted.

At 7.30 and 11.00 A. M., 2, 3.30, 4.30, 5 and 6.45 P. M. and 12 Midnight, for Bristol, Trenton, &c.

At 7 and 10.15, A. M., 12 M., 3, 4, 5, and 6 P. M. for Cornwells, Torrisdale, Holmesburg, Tacony, Wissinoming, Bridesburg and Frankford and at 10.15 A. M. for Bristol, Schencks, Eddington and 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.

An additional Ticket Office is located at No. 828 Chestnut street, Continental Hotel, where tickets to New York and all important points North and East, may be procured. Persons purchasing Tickets at this Office, can, by leaving orders, have their baggage checked at their residences, by Graham's Baggage Express.

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.

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 and 10 A. M., 6 P. M. and 12 Night via Jersey City and Kensington.

From Pier No. 1 N. River, at 5 A. M. and 2, 4 P. M. via Amboy and Camden.

WM. H. GATZMER, Agent.

PHILADELPHIA & BALTIMORE CENTRAL RAILROAD.—SUMMER ARRANGEMENTS.—ON AND AFTER MONDAY, March 19, 1866, the Trains will leave Philadelphia, from the Depot of the West Chester & Philadelphia Railroad, corner of Thirty-first and Market Streets, (West Philada.), at 7.20 A. M., and 4.45 P. M.

Leave Rising Sun, at 5.30, and Oxford at 6.05 A. M. and leave Oxford at 3.25 P. M.

A Market Train with Passenger Car attached, will run on Tuesdays and Fridays, leaving the Rising Sun at 11.15 A. M., Oxford at 12.00 M., and Kennett at 1.00 P. M., connecting at West Chester Junction with a Train for Philadelphia. On Wednesday and Saturdays, trains leave Philadelphia at 2.30 P. M., run through to Oxford.

The Train leaving Philadelphia at 7.20 A. M. connects at Oxford with a daily line of Stages for Peach Bottom, in Lancaster county. Returning, leaves Peach Bottom to connect at Oxford with the Afternoon Train for Philadelphia.

The Train leaving Philadelphia at 4.45 runs to Rising Sun, Md.

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 be made for the same. mh19 HENRY WOOD, Gen'l. Sup't.

CASTOR WHEELS.

FOR HEALTH AND STRENGTH USE CAPEWELL & CO.'S PATENT GLASS CASTOR WHEELS.

These wheels are designed for Pianos, Bedsteads, &c. We claim that they give to Pianos a greatly increased force of sound, without detracting from the harmony and melody of the instrument, rendering every note more distinct to the ear. This is so apparent that they are now being applied by many to these valuable musical instruments. Dr. Valentine Mott, previous to his death, pronounced the Glass Castor Wheels an invaluable invention for bedfast invalids, who are guarded against the damp floors after undergoing the process of cleaning, or where dampness is produced from any other cause. Aside from this, Housekeepers are relieved from the dread of having their carpets cut or torn, as frequently happens from those now in use often caused by a rust, which adheres with glue-like tenacity. No such annoyance can possibly proceed from the Glass Castor Wheels, as we all know that glass is non corrosive. There are no rough or unfinished edges to the Glass Wheels, such as we often find in those of iron, and the latter, though smoothly finished, will soon rust, from the dampness of the atmosphere, if nothing else, producing roughness on the surface, or edge, while the former will always maintain the smoothness of glass, just as they are finished.

By sleeping upon glass wheels you retain all the electricity you had in your body on retiring, and you get up in the morning feeling as fresh and active as a young man. Glass being a non-conductor, the electricity gained while in bed cannot pass off. Ask your doctor what he thinks of the Glass Castor Wheels. Ask him if all diseases, with the exception of chronic diseases are not caused from the want of electricity. We have a man in our place whom the doctors pronounced past curing, with the inflammatory rheumatism. The wheels cured him in less than four weeks. He is to-day a stout healthy man. These are facts which can be proven on application at our office, No. 203 Race street, Philadelphia, or at our Factory, at Westville, New Jersey where we have some sixty hands employed in the manufacture of the Glass Castor Wheels.

$100 will be paid to any one who will say they have not received any benefit or relief after using Capewell & Co.'s Patent Glass Castors. A sample set (4) of the Wheels sent to any part of the United States, on receipt of $1 50. J. B. CAPEWELL & CO., oc4 3m No. 205 Race street.

EXPRESS COMPANIES.

ADAMS' EXPRESS COMPANY.—On and after TUESDAY, May 1, the FREIGHT DEPARTMENT of this Company will be REMOVED to the Company's New Building, Southeast corner of ELEVENTH and MARKET streets. Entrance on Eleventh street and on Market street.

ALL MONEY and COLLECTION BUSINESS will be transacted as heretofore at 320 CHESTNUT street.

Small Parcels and Packages will be received at either office. Call Books will be kept at each office, and any calls entered therein previous to 5 P. M. will receive attention same day, if within a reasonable distance of our office. Inquiries for goods and settlements to be made at 320 CHESTNUT street.

JOHN BINGHAM, Sup't.

MASONIC MARKS.

MARTIN LEANS, NO. 402 CHESTNUT STREET.

First Premium awarded by Franklin Institute to MARTIN LEANS, Manufacturer of MASONIC MARKS, PINS, EMBLEMS, &c., &c.

New and original designs of Masonic Marks, Templars' Medals, Army Medals and Corps Badges of every description. au15-w,th,f,s,3m

SHIPPING

FOR NEW YORK,

Via Delaware and Raritan Canal. The Philadelphia and New York Express Steamboat Company.

Steam Propellers leave DAILY from FIRST WHARF below MARKET street, making the run in 24 HOURS.

This Line connects with all Northern and Eastern Transportation Companies. Goods forwarded direct to all points free of commission.

Freight received at lowest rates.

WM. P. CLYDE & CO., Agents, 14 South Wharves, Philadelphia. JAS. HAND, Agent, 117 Wall street, New York. mh14-tf

FOR NEW ORLEANS, DIRECT. THE PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COMPANY'S REGULAR LINE.

The well known first-class Steamship STAR OF THE UNION, 1,202 tons register, T. N. Cooksey, Master, Will commence receiving freight for the above port at second wharf below Spruce street, on TUESDAY, October 23d, and sail on SATURDAY, Oct. 27th, at 12 o'clock M.

Returning, will leave NEW ORLEANS on SATURDAY, November 10th.

This Steamer has superior State Rooms and other accommodations for passengers.

Cabin passage $60; Deck do., $30.

Freight taken at low rates.

No freight received or bills of lading signed on sailing day.

Agents at New Orleans, Messrs. Crevy, Nickerson & Co., who will give careful attention to shipment of goods to Galveston, Mobile, Vicksburg, and interior points.

For freight or passage, apply to WM. L. JAMES, General Agent, 310 South Wharves. se5-tf

FOR WILMINGTON, N. C. THE PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COMPANY'S REGULAR LINE, from Second Wharf below SPRUCE street.

The first-class steamship PIONEER, Captain F. F. Hoxie, for WILMINGTON, will commence receiving freight on THURSDAY, October 18th, and sail on SATURDAY, October 20th, at 10 o'clock A. M., and every alternate Saturday thereafter—viz.: November 3d, 17th, &c.

Passengers will find superior accommodations and best attendance.

Cabin passage, $20; Deck do., $10.

Freight carried at low rates

No freight received or bills of lading signed on sailing day.

Agents at Wilmington, WORTH & DANIEL, who will give especial attention to forwarding goods addressed to their care to and from the interior.

For freight or passage, apply to WM. L. JAMES, General Agent, 314 South Wharves. se12

FOR SAVANNAH, GA. The Philadelphia and Southern Mail Steamship Company's Regular Lines; second wharf below Spruce street.

The steamship TONAWANDA, Captain J. Teal, for SAVANNAH, will commence receiving freight on THURSDAY, October 11, and sail on SATURDAY, October 13th, at 10 o'clock A. M., and every alternate Saturday thereafter—viz.: October 27, November 10th, &c.

This steamer has fine State Rooms and other accommodations for passengers.

Cabin passage, $20; Deck do., $10.

Through tickets sold to the following points—Macon, Ga., $31; Columbus, Ga $35; Augusta, Ga., $27; Atlanta, Ga., $34; Albany, Ga., $35; Montgomery, Ala., $41; Eufaula, Ala., $25.

Freight taken at low rates.

Through receipts given at through rates to Macon, Augusta, Columbus, Atlanta, Ga.; Knoxville, Chattanooga, Nashville, Memphis, Tenn., Canton, Miss.

No freight received or bills of lading signed on sailing day.

Agents at Savannah, Hunter & Gammell.

For freight or passage, apply to WM. L. JAMES, General Agent, 310 South Wharves. se12

FOR BOSTON. STEAMSHIP LINE DIRECT. SAILING FROM EACH PORT EVERY FIVE DAYS, FROM PINE ST. WHARF, PHILADELPHIA, AND LONG WHARF, BOSTON.

The steamship SAXON, Captain Matthews, will sail from Philadelphia on Saturday, Oct. 13, at 10 A. M.

The steamship ROMAN, Captain Baker, will sail from Boston on Thursday, October 11, at 3 P. M.

The line between Philadelphia and Boston is now composed of the

ROMAN (new), Captain Baker, 1,488 tons burthen.
SAXON, Captain Matthews, 1,250 tons burthen.
NORMAN, Captain Crowell, 1,203 tons burthen.

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

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

For freight or passage having superior accommodations, apply to HENRY WINSOR & CO., 332 South Delaware avenue. au6

THROUGH AIR-LINE TO THE SOUTH AND WEST. PHILADELPHIA, RICHMOND AND NORFOLK STEAMSHIP COMPANY, THROUGH RECEIPTS TO NEW BERN. Also, to all points in NORTH and SOUTH CAROLINA, via Seaboard and Roanoke Railroad, and to LYNCHBURG, VA., TENNESSEE, and the WEST, via NORFOLK, PETERSBURG AND SOUTHSIDE RAILROAD.

The regularity, safety and shortness of this route, together with the moderate rates charged, commend it to the public as the most desirable medium for carrying every description of freight.

No charge for commission, drayage, or any expense of transfer.

Steamships insure at lowest rates, and leave regularly from the first wharf above Market street.

Freight received daily.

WM. P. CLYDE & CO., 14 North and 14 South Wharves. se10

STEAMSHIP CRESCENT FOR NEW ORLEANS. LOUISIANA LINE.

To sail about SATURDAY, October 29th, having been unavoidably detained.

The A1 iron side-wheel steamship CRESCENT, ——, commander will sail as above.

For freight or passage, having splendid State-Room accommodations, apply to BISHOP, SON & CO., No. 105 Arch street.

I. C. HARRIS, Agent at New Orleans, will forward all goods to his care to the interior or Texas. Bank Bills lading can be obtained at our office. oc11

HAVANA STEAMERS. SEMI-MONTHLY LINE.

The Steamships
HENDRICK HUDSON .... Capt. Howes
STARS AND STRIPES .... Capt. Holmes

These steamers will leave this port for Havana every other SATURDAY, at 8 A. M.

The steamship STARS AND STRIPES, Holmes, master, will sail for Havana on SATURDAY MORNING, October 20th, at 8 o'clock.

Passage to Havana $50.

No freight received after Thursday.

For freight or passage, apply to THOMAS WATTSON & SONS, 140 North Delaware avenue. au20

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

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

For freight apply to the agents, W. P. CLYDE & CO., 14 North Wharves.

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

FOR NEW YORK.—Philadelphia Steam Propeller Company—Despatch and Swiftsure Lines, via Delaware and Raritan Canal—Leaving daily at 12 M. and 5 P. M., connecting with all the Northern and Eastern Lines.

For freight, which will be taken on accommodating terms, apply to WM. M. BAIRD & CO., No. 132 South Delaware avenue. mh16tf

STEAMER FOR SALE.—The fast sailing coppered and copper fastened Steamer HELEN GETTY (side wheel), 408 tons O. M., 180 feet long, 24½ feet beam; depth of hold 8 feet 6 inches; draws 5 feet 4 inches water, built of live oak and red cedar. Apply to E. A. SOUDER & CO., Dock Street Wharf. se12-tf

NEW TOW-BOAT LINE. *DELAWARE and CHESAPEAKE STEAM TOW-BOAT COMPANY.* BARGES towed to and from PHILADELPHIA, HAVRE-DE-GRACE, BALTIMORE, WASHINGTON, and intermediate points.

WM. P. CLYDE & CO., Agents, No. 14 South Wharves, Philadelphia. Captain JOHN LAUGHLIN, Superintendent.

FOR GALVESTON, TEXAS.—Texas Line.—The brig HALL COLUMBIA, Brereton, master, is now loading between Pier 23 and 24 East River, and will sail with despatch. For freight or passage, apply to BISHOP, SON & CO., No. 105 Arch street. se5tf

EXPRESS LINE FOR BOSTON.—The schr. MARY D IRELAND, Ireland, master, is now loading for Boston at Christian's wharf, first wharf below Race street. For freight, apply to DAVID COOPER, 18 N. Delaware avenue. se27

FOR ANTWERP.—The A1 bark ESTHER Captain Prince, is now loading for the above port. For freight or passage, apply to WORKMAN & CO., 123 Walnut street. se24

FOR FREIGHT OR CHARTER.—A1 Br. bark KATHLEEN, Williams, master, 490 tons register and 6,500 bbls. flour.

A1 Br. bark JANET, Kinney, master, 280 tons register and 3,000 bbls. flour.

A1 Br. bark BALTHASARA, Wilson, master, 394 tons register and 3,500 bbls. flour.

A2 Br. brig IDA, Thesing, master, 210 tons register and 2,500 bbls. capacity. Apply to EDMUND A. SOUDER & CO., 3 Dock street wharf. ap21

WANTED FOR KEY WEST.—A Vessel of about 300 tons capacity to load for Key West, Fla. High rates and quick despatch given. Apply to BISHOP, SON & CO., No. 105 Arch street. se5tf

STEAMSHIP SAXON, FROM BOSTON.—Consignees of merchandise, per above steamer, will please send for their goods, now landing at Pine street wharf. (oc9-3t) HENRY WINSOR & CO.

JAS. S. SHINDLER, successor to JOHN SHINDLER & SONS, Sail Makers, No. 200 North DELAWARE Avenue, Philadelphia.

All work done in the best manner and on the lowest and most favorable terms, and warranted to give perfect satisfaction.

Particular attention given to repairing.

CANARY SEED.—Twenty-five barrels Prime Canary Seed in store and for sale by WORKMAN & CO., No. 123 Walnut street.