From Our Third Edition of Yesterday.

The Union Pacific Railroad Excursion.

[Special Despatch to the Bulletin.]

ALLIANCE, Ohio, Oct. 30.—The Excursionists who are about to take a run along the Union Pacific Railroad have arrived here. They had a very pleasant run from Philadelphia to Altoona.

Below Altoona a freight train met with an accident, which delayed the party five hours. The excursionists, however, started on their way rejoicing, and so far have had a good time. At Pittsburgh the party was joined by Capt. John McCoull, Elias D. Kennedy and Josiah Coply, of the Pittsburgh *Gazette*. The trip so far, has been exceedingly pleasant. C. S.

From Canada.

HAMILTON, C. W., Oct. 30.—A grand dinner was given to the English Confederation delegates last night. Speeches were made by the Hon. J. A. McDonald, Mr. McDougall and others, all in the interest of the Confederation. The speeches were remarkable for the absence of any allusion to the Fenians and to Secretary Seward's letter.

A Yellow Fever Ship at New York.

NEW YORK, Oct. 30th.—The United States steamer Bienville, from St. Thomas, is lying at quarantine, with eighteen of her crew sick with yellow and intermittent fever. Fourteen others died on the passage.

Railroad Accident.

PEEKSKILL, New York, October 30th.—The Albany train, due at Peekskill about nine o'clock this morning, ran off the track when two miles south of Peekskill, owing to the washing away of the track by the storm.

Three cars were thrown from the track, but none of the passengers were seriously injured. Both tracks will be obstructed for several hours.

Obituary.

WASHINGTON, Oct. 30th.—Jacob Lowenthal, well-known as a claim agent of this city, died here last night after a very few hours' illness.

The Gold Market.

NEW YORK, October 30.—Gold, 146¼.

Markets.

NEW YORK, Oct. 30.—The Cotton market is dull at 38½@40½c. for Middlings. Flour firm; sales of 12 500 bus. at $9 50@$13 25 for State; $12@$14 75 for Ohio; $9 50 @$12 75 for Western; and $12 75@$17 for Southern. Wheat advanced 1c.@3c.; sales of 15 000 bushels at $2 40 for Milwaukee Club, and $3 18 for State. Corn—White advanced 6c.@7c.; sales of 120,000 bushels at $1 30@$1 31. Oats are 2c.@3c. better. Pork firm; sales of 1,200 bbls. at $34@$34 71. Lard quiet. Whisky steady.

Stocks are lower. Chicago and Rock Island, 110¾; Cumberland preferred, 64½; Illinois Central, 125; Michigan Southern, 92⅜; N. Y. Central, 119½; Reading, 116¾; Missouri 6's, 85½; Erie, 85⅝; Western Union Telegraph Company, 53½; Treasury 7 3-10's, 106⅝; U. S. Ten-Forties, 100; Five-Twenties, 114¾; Gold, 146⅜.

BALTIMORE, Oct. 30.—Flour is firm and extending upwards. Wheat is very firm; Red, $3 35. Corn scarce; new nominal; old yellow, $1 17. Oats firm at 60@61 cents. Provisions quiet with a light stock. Groceries steady. Seeds steady. Clover scarce. Whisky dull; Pennsylvania $2 37.

CITY BULLETIN.

SCALDED.—Wm. Jones, aged twenty years, was badly scalded this morning by the explosion of a boiler at his father's silk dyeing establishment, No. 2132 North Front street. No damage was done to the building by the accident.

COURTS.

OYER AND TERMINER—Judges Allison and Ludlow.—Yesterday afternoon James Monaghan, charged with the murder of James T. Moore, on the 15th of August, 1865, was arraigned for trial. After eight jurors were obtained the panel was exhausted and a special venire was issued returnable this morning. The jury was then selected and the trial proceeded.

The death of Mr. Moore resulted from a fight at Eleventh and Sansom streets on the night of a delegate election.

Dr. Atlee testified that he attended Mr. Moore; first visited him on the 15th; and found a wound in the front part of the abdomen; there was also a wound in the back over the region of the right kidney; Moore died on the 19th; witness informed Moore that he could not live, but he made no declaration as to the manner in which he received the injuries.

Dr. Shapleigh testified to the post mortem examination and finding two wounds, one in the back and one in the abdomen. The deceased came to his death from hemorrhage in consequence of the wound in the abdomen.

James McLaughlin testified to the occurrences at Eleventh and Sansom streets; a meeting of delegates was being held, and he saw Moore present as a delegate; a row occurred, but the witness didn't see Moore receive his wounds, inasmuch as witness was attacked at the time; believe Monaghan was there, but could not swear positively that he is the man; Moore was stabbed about the same time the witness was attacked; didn't see any one with a knife.

Alderman McMullen testified that he saw Moore after he was stabbed; saw him at his house; went there to take his dying declarations; nothing was said upon the subject of his dying; the night before his death saw him, and he could not speak to witness; that was the first the witness thought he was going to die, and then it was too late to examine him.

Jane Flaherty testified that she was the wife of Moore, the deceased; he was sensible until within five minutes of his death; he was conscious that he was dying; he said he was dying; the clergyman visited him at half-past seven and he died about eight o'clock; the clergyman bade him good-bye, and told him he would never see him again; at that time he had performed the last rites of the church; Moore said nothing that morning about the manner in which he had received his wounds; he did before that; he spoke about it on Thursday and Friday.

The case is still on trial.

DISTRICT COURT—Judge Sharswood.—W. H. Larned & Co., vs. John Clendenning. An action to recover for yarn sold and delivered to defendant. The defence alleged that the yarn was defective in quality. Jury out.

Anthony Remmert vs. George Kurtz. An action to establish the ownership of certain regalia.

DISTRICT COURT—Judge Hare.—Amelia Pollock vs. Treanick & Co. A feigned issue. Verdict for plaintiff.

Whitney & Son vs. E F. Prenti & Co. An action in a book account. Verdict for plaintiff for $1,370 96.

James M. Gillian vs. John Hunff. An action on a promissory note. Verdict for plaintiff for $299 25.

Annie Rhoads, widow of Wm. T. Rhoads, deceased, and Alexander Rhoads, minor child, &c., vs. the Philadelphia, Wilmington and Baltimore Railroad Company.—An action to recover damages for the death of Wm. T. Rhoads, who was run over and killed at Sixteenth and Washington, on the 26th of March, 1865, by a train of cars. The plaintiff alleges that the defendant's agent neglected to signal by whistle or bell. The defence alleged that the deceased could have seen the approach of the train had he used the ordinary caution. On trial.

Sales at Philadelphia Stock Board.

SALES AFTER FIRST BOARD.

$300 U S 5-20s '65 July	108¾	200 sh Hestonv'e R s30	14¾
1000 do '62 con	114¾	33 sh Lehigh Val	67
2000 Vermont Cent 1st mgt	119	100 sh do Sat'y	67
1000 U S Treas 7 3-10s Notes Aug s5wn	106⅛	50 sh Penna R s5wn	57¾
		50 sh do s5wn in	58⅞
500 do July	105½	200 sh Cataw pf	27¾

SECOND BOARD.

$500 U S 5 20s '62 reg	106½	50 sh Little Sch RR	35
6000 Pittsburgh cp 5s	74½	100 sh Susq Can b60	15¾
5000 do s5	74½		

Financial and Commercial.

The following statement shows the business of the Lehigh Coal and Navigation Company for the week and season ending Oct. 27, 1866:

	Week. Tons.Cwt.	Total. Tons.Cwt.
Lehigh Coal and Nav. Co.	11,851 00	344,510 05
Packer, Spear & Co.	2,172 17	75,242 18
John Lanbach & Co.	44 12	1,187 10
	14,068 09	420,970 03
W. T. Carter & Co.	494 15	20,285 06
Spring Mountain mines	159 12	5,718 08
Thomas Hull & Co.	581 03	10,845 16
New York and Lehigh	....	1,693 06
Honey Brook Coal Co.	1,476 01	25,165 05
German Penna. Coal Co.	279 18	24,122 18
McNeal	295 08	19,358 04
Knickerbocker	....	9,281 11
North Mahanoy	452 18	8,254 01
Delano	....	5,805 54
Walters, Brother & Co.	....	12,593 08
Trenton Coal Co.	....	378 03
Glendon	1,061 16	3,183 19
Rathburn, Sturns & Co.	....	387 10
A. Pardee & Co.	3,183 11	66,345 06
G. B. Markle & Co.	1,729 11	47,163 03
W. S. Halsey & Co.	295 06	5,566 04
Sharpe, Weiss & Co.	571 18	25,754 08
Ebervale Coal Co.	1,361 17	21,479 04
Harleigh mines	1,188 04	13,892 00
Stout Coal Company	811 16	14,515 17
Buck Mountain mines	1,133 14	20,705 00
Coxe, Brothers & Co.	743 19	4,428 00
Union	388 14	2,323 18
Baltimore	352 10	10,777 14
Wilkesbarre	1,886 19	37,927 00
Franklin	561 17	10,457 01
Aucenried	561 17	10,457 12
Germania	247 03	8,974 05
Lehigh and Susquehanna	190 16	11,555 08
Mount Ætna	....	4,827 02
New Jersey	249 18	5,043 19
Warrior Run	383 16	5,823 17
Wyoming	....	1,359 02
Other shippers	400 00	10,069 05
Parrish & Thomas	129 08	405 06
Total to date	36,191 15	908,180 13
Same time last year	30,387 03	729,656 17
Increase	5,804 12	178,503 16

The following shows the receipts of the Delaware Division Canal for the week and season, compared with same time last year:

Week ending Oct. 27, 1866	$11,873 94	
Previously in 1866	279,759 96	
		291,633 88
Week ending Oct. 28, 1865	10,241 27	
Previous in 1865	198,682 85	
		208,924 12
Increase in 1866		$82,709 76

The receipts of oil at Pittsburgh last week were as follows:

	Rivers.	Rail.	Total.
Monday, Oct. 22	1,972	1,500	3,472
Tuesday, Oct. 23	520	1,041	1,561
Wednesday, Oct. 24	1,333	3,515	4,848
Thursday, Oct. 25	328	1,482	1,810
Friday, Oct. 26	210	1,453	1,663
Saturday, Oct. 27	415	2,000	2,415
Total for week	4,778	10,991	15,769
Since January 1	947,555	328,356	1,275,901
Receipts to Oct. 27	952,333	339,347	1,271,680
Same time in 1865	449,165	195,066	644,231
Increase in 1866	503,168	144,281	647,449

IMPORTATIONS.

Reported for the Philadelphia Evening Bulletin.

LIVERPOOL—Ship Hudson, Potter—77 pkgs earthenware A F Eberman; 129 do W G Pierce; 47 do S B Pierce, Son & Co; 22 do A Richards; 5 do J Farrell; 41 do Asbury & Young; 150 tcs bleaching powders Powers & Weightman; 88 casks soda ash Whitall, Tatum & Co; 19 do G & T H Dallett; 49 do Yarnall & Trimble; 16 cks china clay 65 bags mineral white Wood & Garrett; 50 casks bleaching powders 400 kegs bicarb soda 89 casks soda ash Henry Karsten; 200 bbls sal soda Gready & Keefe; 80 tcs soda ash 76 tons pig iron S & W Welsh; 1,335 bdls strip iron 136 strips iron Morris, Tasker & Co; 405 bdls iron R Ligget & Co; 2 cs tin plates H W Butterworth; 305 steel rails 400 tyres Naylor & Co; 3 cks mdse Handy & Brenner; 1 do P J Field; 3 do Knight & So; 5 pkgs mdse Thompson Son & Co; 21 do Brown; Shipley & Co; 14 do Lewis & Co; 1 do C Ellis & Co; 4 do Snowden & Bros; 28 bales wool Thos Hilson & Co; 1,300 sacks fine salt John R Penrose; 3,193 sacks common salt A Kerr & Bro; 1,000 pigs lead 320 bxs tin plates 266 pkgs earthenware 281 casks soda ash 106 drums caustic soda order.

BLACK RIVER, JA.—Brig P Larrabee, Head—340 tons logwood quantity old metals D N Wetzlar & Co.

WILMINGTON, NC.—Steamer Pioneer, Bennett—4 bbls fruit 1 cask of wax 8 bags feathers Courtney & Sons; 287 bbls spirits 575 do rosin 245 do tar 32 bales cotton 105 bags peanuts Cochran, Russell & Co; 5293 feet lumber Harper & Co; 2 empty hhds 10 empty bbls 31 empty half bbls Massey, Husted & Co; 15 pkgs old metal McClure & Conliffe; 7000 staves order; 757 bbls rosin 203 bbls tar 15 bbls potatoes 23½ half cords wood E H Rowley; 398 bbls rosin Providence steamer; 106 bales cotton Boston steamer.

Arrival and Sailing of Ocean Steamers.

TO ARRIVE.

SHIPS	FROM	FOR	DATE
City of Limerick	Liverpool	New York	Oct. 6
Atalanta	London	New York	Oct. 13
Melita	Liverpool	Boston & Phila	Oct. 16
City of London	Liverpool	New York	Oct. 17
Belgian	Liverpool	Quebec	Oct. 18
Moravian	Liverpool	Quebec	Oct. 18
Caledonia	Glasgow	New York	Oct. 19
Etna	Liverpool	New York	Oct. 20
Australasian	Liverpool	New York	Oct. 20
Fulton	Havre	New York	Oct 21
Palmyra	Liverpool	New York	Oct. 21
Borussia	Hamburg	New York	Oct. 23
Hansa	Southampton	New York	Oct. 24
City of Paris	Liverpool	New York	Oct. 24
Britannia	Glasgow	New York	Oct 26
Cuba	Liverpool	New York	Oct. 27
TO DEPART.			
Ocean Queen	New York	Aspinwall	Nov. 1
Star of the Union	Philad'a	New Orleans	Nov. 3
Hendrick Hudson	Philada	Havana	Nov. 3
Pioneer	Philadelphia	Wilmington, NC	Nov. 3
Whirlwind	Philadelphia	Charleston	Nov. 3
Peruvian	Quebec	Liverpool	Nov. 3
City of London	New York	Liverpool	Nov. 3
Virginia	New York	Liverpool	Nov. 3
St. Lauret	New York	Havre	Nov. 3
Hermann	New York	Bremen	Nov. 3
Allemania	New York	Hamburg	Nov. 3
Corsica	New York	Nassau & Hav'a	Nov. 5
City Manchester	N York	Liverpool	Nov. 7
Atlanta	New York	London	Nov. 7
China	Boston	Liverpool	Nov. 7
Manhattan	New York	Havana & V C	Nov. 10
City of Paris	New York	Liverpool	Nov. 10
Caledonia	New York	Glasgow	Nov. 10
Arizona	New York	Aspinwall	Nov. 10

BOARD OF TRADE.

S. MORRISON COATES, T. MORRIS PEROT, DAVID FAUST, MONTHLY COMMITTEE.

MARINE BULLETIN.

PORT OF PHILADELPHIA—OCTOBER 31.

SUN RISES, 6 30 | SUN SETS, 4 56 | HIGH WATER, 8 53

ARRIVED YESTERDAY.

Steamer Pioneer, Bennett, 50 hours from Wilmington, NC, with naval stores to Philadelphia and Southern Mail Steamship Co. On the 29th, at 9.30 AM, 75 miles north of Hatteras, exchanged signals with steamer San Salvador, bound south. Took off Cross Ledge Light Boat, Capt G B Kimmey, of schr Fanny, from Savannah for Philadelphia, with railroad iron, cotton, &c. The F is ashore on Joe Flogger, with three feet of water in her hold—the captain comes to Philadelphia for assistance.

Steamer Chester, Warren, 24 hours from New York, with mdse to W P Clyde & Co.

Steamer Ruggles, Chase, 24 hours from New York, with mdse to W P Clyde & Co.

Steamer George H Stout, Ford, 24 hours from New York, with mdse to W P Clyde & Co.

Brig Isaac Carver, Shute, from Bangor, with lumber to J E Bazley & Co.

Brig J Baker, Lhompson, from Boston.

Schr A J Russell, Hodge, 4 days from Portland, Ct. with stone to Struthers & Son.

Schr M R Hickman, Dickerson, from Norfolk, with lumber to S Bolton & Co.

Schr Bagaduce, Kennard, from Bangor, with lumber to captain.

Schr Ettie Hall, Maxson, 1 day from Frederica, Del. with grain to Jas L Bewley & Co.

Schr Pinta, Bell, from Nanticoke River, with lumber to Bacon, Collins & Co.

Schr Gen Torbert, Thompson, from Newbern, NC. with mdse to captain.

Schr W B Mann, Stanford, from Boston.

Schr Fredk Fish, Davis, from Georgetown.

Schr F Nickerson, Kelly, from New York.

CLEARED YESTERDAY.

Steamer E C Biddle, McCue, N York, W P Clyde & Co.

Steamer G H Stout, Ford, New York, W P Clyde & Co.

Steamer J S Shriver, Dennis, Baltimore, A Groves, Jr.

Brig Alma (Br), Flynn, Port Spain, Jauretche & Lavergne.

Schr J B Austin, Davis, Boston, Caldwell, Gordon & Co.

Schr S H Sharp, Webb, Fort Monroe, Preston Coal Co.

Schr C Newkirk, Huntley, Providence, Blakiston, Graeff & Co.

Schr C W Locke, Huntley, Dorchester, Day, Huddell & Co.

Schr Standard, Ray, Salem, NJ, W H Johns.

Schr Lavinia Bell Bayles, New Haven, Castner, Stickney & Wellington.

Schr J Satterthwaite, Long, Providence, Wannemacher & Co.

Schr J Williamson, Winsmore, Apponaug, Sinnickson & Co.

Schr Read RR No 45, Powell, Washington, Tyler & Co.

Tug Hudson, Carr, with 30 barges for Baltimore, W P Clyde & Co.

Correspondence of the Phila. Evening Bulletin.

READING, Oct. 29.

The following boats from the Union Canal passed into the Schuylkill Canal, to-day, bound to Philadelphia, laden and consigned as follows:

Cath Withers, with lumber to D B Taylor & Son; Convoy, do to Norcross & Sheetz; Lizzie & Fanny, do to Malone & Co; Virginia and Anna & Kate, do to J H Deysher & Co; Vienna, limestone to P Brown.

MEMORANDA

Steamer Saxon, Matthews, hence at Boston yesterday.

Steamer Crescens, Wilson, hence at Baltimore 29th instant.

Steamer City of Manchester (Br), Jones, from Liverpool Oct 18 and Queenstown 15th, with 226 passengers, at New York yesterday.

Steamer Santiago de Cuba, Bohm, cleared at N York yesterday for Greytown, Nic.

Steamer Hecla (Br), Edmondsen, from Liverpool Oct 16 and Queenstown 17th, at N York yesterday.

Steamers Scotia, Judkins, and Manhattan, Price, cleared at New York yesterday for Liverpool.

Steamer Louisiana (Br), Thomuson, for New York, sailed from Liverpool 11th inst.

Ship Templar, Rogers, from Boston 22d April, at San Francisco 29th inst.

Ship Winged Arrow, Chase, cleared at New York yesterday for San Francisco.

Bark Nester, Cloutman, from Calcutta 16th June via St Helena 11th Sept, at Boston yesterday.

Brig C B Allen, Baker, hence at Boston yesterday.

Brig Nathl Stevens, Saunders, from Wilmington, Del. for Boston, sailed from Newport 27th inst.

Schr W H Tiers, Swain, hence at Wilmington, NC, 27th inst.

Schr E Doron, Jarvis, hence at Boston 29th inst.

MARINE MISCELLANY.

Twenty five per cent salvage has been awarded at Matthewtown, on the materials of brig Joseph Baker, wrecked at that port, and fifty five per cent on those of brig Julia Bartlett, also wrecked.

Capt Potter, of ship Hudson, arrived at this port on Monday from Liverpool, reports: Oct 23, lat 39 55, lon 72 07, saw a large ship steering ENE, with mainmast gone by the deck (patent blocks, with white streaks).

COAL.

S. MASON BINES. JOHN J. SHEAFF.

THE UNDERSIGNED INVITE ATTENTION TO their stock of
Buck Mountain Company's Coal,
Lehigh Navigation Company's Coal, and
Locust Mountain,
which they are prepared to sell, at the lowest market rates, and to deliver in the best condition.

Orders left with S. MASON BINES, Franklin Institute Building, SEVENTH street, below Market, will be promptly attended to. BINES & SHEAFF,
se6,tf Arch Street Wharf, Schuylkill.

COAL.—SUGAR LOAF, BEAVER MEADOW AND Spring Mountain, Lehigh Coal, and best Locust Mountain from Schuylkill, prepared expressly for family use. Depot, N. W. corner EIGHTH and WILLOW streets. Office, No. 112 South SECOND street.
mh27 J. WALTON & CO.

DENTISTRY.

D. ROLPH LEE has administered Nitrous Oxide, or Laughing Gas, to thousands with perfect success for Dental, Surgical and Medical purposes and for amusement. Only fifty cents (50c.) per tooth for extracting. No charge for extracting when artificial teeth are ordered. Office No. 258 West Washington Square below Locust street. Seventh street cars pass the door. Don't be foolish enough to go elsewhere and pay $2 and $3 for the gas. N. B.—I continue to give instructions to the Dental profession. oc30-1m

PERFUMERY.

MUJAVIRO
THE MOST DELICIOUS
OF ALL PERFUMES
SOLD EVERYWHERE

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 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, November 8, and sail on SATURDAY, November 10th, at 10 o'clock A. M., and every alternate Saturday thereafter—viz.: November 24th, December 8th, &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., $35.

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,
se12 314 South Wharves.

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 30th, and sail on SATURDAY, Nov. 3d, at 3 o'clock P. M.

Returning, will leave NEW ORLEANS on SATURDAY, November 17th.

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

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

Freight taken at low rates.

Freight received until 12 o'clock M. sailing day.

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

For freight or passage, apply to
WM. L. JAMES, General Agent,
se5-tf 314 South Wharves.

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

The steamship ROMAN, Captain Baker, will sail from Philadelphia on Friday, Nov. 2, at 10 A. M.

The steamship ARIES, Captain Boggs, will sail from Boston on Wednesday, October 31, 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.,
au6 332 South Delaware avenue.

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, November 1st, and sail on SATURDAY, November 3d, at 10 o'clock P. M., and every alternate Saturday thereafter—viz.: November 17th, December 1st, &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,
se12 314 South Wharves.

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.,
se10 14 North and 14 South Wharves.

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 HENDRICK HUDSON, Howes, master, will sail for Havana on SATURDAY MORNING, November 3d, at 8 o'clock.

Passage to Havana $50.

No freight received after Thursday.

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

FOR GALVESTON, TEXAS. TEXAS LINE STEAMSHIPS, STOPPING AT KEY WEST, FLA. The A1 Steamship GENERAL SEDGWICK, Whitehurst, commander, will receive freight at Pier 20 East River, and sail with immediate despatch. For freight or passage having superior accommodations, apply to
BISHOP, SON & CO.,
oc16tf No. 105 Arch street.

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

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

For freight apply to the agents,
W. P. CLYDE & CO., 14 North Wharves.
J. B. Davidson, Agent at Georgetown; M. Eldridge & Co., Agents at Alexandria.

FOR NEW YORK.—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.,
mh16tf No. 132 South Delaware avenue.

REGULAR LINE FOR HARTFORD, CONN., VIA THE DELAWARE AND RARITAN CANAL.

The steamer NEVADA, Capt. Grumley, now loading at the second wharf above MARKET street, will leave as above, on THURSDAY next, Nov. 1.

Freight taken on reasonable terms. Apply to
WILLIAM M. BAIRD & CO.,
oc29-3t No. 132 South Wharves.

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.,
se12-tf Dock Street Wharf.

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 BOSTON, Mass.—Express Line—The fine schooner THOMAS HOLCOMBE, Captain Godfrey, is now loading for the above port at third wharf above Market street, and will have prompt despatch. For freight, apply to DAVID COOPER, 18 N. Wharves. oc15

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

STEAMSHIP ROMAN, FROM BOSTON.—Consignees of merchandise, per above steamer, will please send for their goods, now landing at Pine street wharf. (oc29-3t) HENRY WINSOR & CO.

JAS. S. SHINDLER, successor to JOHN SHINDLER & SONS, Sail Makers, No. 300 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.

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.

FOR SALE.

FOR SALE—An Old Established PERFUMERY Business—Stock, Implements, and Good-will. Address H. H. FITCH, Trustee, P. O., Phila. oc29-6t*

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 ACCOMMODATIONS.

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

Returning, leaves Reading at 6.30 P. M., arriving in Philadelphia at 9.10 P. M.

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 4.30 P. M. trains from Philadelphia, returning from Downingtown at 7.00 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 7.35 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 2.15 P. M.

WEST CHESTER AND PHILADELPHIA RAILROAD, VIA MEDIA.

WINTER ARRANGEMENTS.

On and after MONDAY, Oct. 15th, 1866, the trains will leave as follows:

WEST CHESTER TRAINS.

Leave Philadelphia for West Chester, from Depot Thirty-first and Market street, 7.50 A. M., 11.00 A. M., 2.30, 4.45 and 6.15 P. M.

Leave West Chester for Philadelphia, from Depot on E. Market street, 6.30, 8.00, 10.45 A. M., 1.55, 4.50 P. M.

Trains leaving West Chester at 8.00 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 4.15 and 11.00 P. M.

Leave Pennelton for Philadelphia 8.47 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 4.00 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 7.50 A. M. and 4.45 P. M., and leaving West Chester at 8.00 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.

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.

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.

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.

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.

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

NORTH PENNSYLVANIA RAILROAD.—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 & 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 Chunk, &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 6.18 P. M.

12.25 train makes direct connection with Lehigh Valley trains from Easton, Wilkesbarre, Mahanoy 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

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 run 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., 3, 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 5 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, 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, 4¾, 5, 6¾, 7, 8, 9, 10, 11 P. M.

The 8.20 down train, and the 3¾ and 5¾ up trains do not stop on Germantown Branch.

ON SUNDAYS.

Leave Philadelphia—9.10 minutes, A. M.; 2, 3, 5, 8 and 10¾, P. M.

Leave Germantown—8 A. M.; 1, 4, 6¾ 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 11¼, P. M.

Leave Norristown—5¾, 7, 7.50, 9, 11, A. M.; 1½, 4½, 6¾ and 8 P. M.

The 5¾ P. M. train will stop at School Lane, Wissahickon, Manayunk, Spring Mills and Conshohocken only.

ON SUNDAYS.

Leave Philadelphia—9 A. M., 2½, 4, and 7¼ P. M.

Leave Norristown—7 A. M., 1, and 5¼ and 9, P. M.

FOR MANAYUNK.

Leave Philadelphia—6, 8.35, 11.05 A. M.; 1½, 3, 4¾, 5¾, 6¼, 8.05, and 11¼ P. M.

Leave Manayunk—6¾, 7½, 8.20, 9½, 11½, A. M.; 2, 5, 5¾ and 6½, 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 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 3.06 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.

PHILADELPHIA & BALTIMORE CENTRAL RAILROAD.—WINTER ARRANGEMENTS.—ON AND AFTER MONDAY, Oct. 15, 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 7.50 A. M., and 4.45 P. M.

Leave Rising Sun, at 5.50, and Oxford at 6.35 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 7.50 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.

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., 4.26 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 8.38 A. M., and 3.38 P. M.

Trains for Baltimore leave Wilmington at 5.22, and 9.23 A. M., and 4.15 P. M.

Freight trains with passenger cars attached will leave Wilmington for Perryville and intermediate stations at 6.65 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.

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

H. F. KENNEY, Superintendent.

PENNSYLVANIA CENTRAL RAILROAD. FALL ARRANGEMENT.

The trains of the Pennsylvania Central Railroad leave the Depot, at Thirty first and Market streets, which may be reached by the cars of the Market Street Passenger Railway, as well as by those of the Chestnut and Walnut Street Railway.

ON SUNDAYS.—The Market Street Cars leave Eleventh and Market streets 45 minutes before the 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 DEPOT, VIZ.:
DAY EXPRESS ... at 8.00 A. M.
PAOLI ACCOM., Nos. 1 & 2, 10.00 A. M. & 11.20 P. M.
FAST LINE & ERIE EXPRESS ... at 12.00 M.
PARKESBURG TRAIN ... at 1.00 P. M.
HARRISBURG ACCOM ... at 2.30 P. M.
LANCASTER ACCOM ... at 4.00 P. M.
PITTSBURGH & ERIE MAIL ... at 9 00 P. M.
PHILADELPHIA EXPRESS ... at 11.00 P. M.

Pittsburgh & Erie Mail leaves daily, except Saturday.

Philadelphia Express leaves daily. All other trains daily, except Sunday.

Passengers by DAY EXPRESS go to Williamsport without change of cars, and arrive at Lock Haven at 8.10 P. M.

Passengers by DAY EXPRESS go to Carlisle and Chambersburg without a change of cars.

Sleeping Car Tickets can be had on application at the Ticket Office, 631 Chestnut street.

TRAINS ARRIVE AT DEPOT, VIZ:
CINCINNATI EXPRESS ... at 12.40 A. M.
PHILADELPHIA EXPRESS ... " 7.10 "
PAOLI ACCOM., Nos. 1 & 2 ... 8.20 A. M., & 7.10 P. M.
PARKESBURG TRAIN ... at 9 20 A. M.
LANCASTER TRAIN ... " 12.40 P. M.
FAST LINE ... " 1.10 "
DAY EXPRESS ... " 5.50 "
HARRISBURG ACCOM ... " 9.50 "

Philadelphia Express arrives daily, except Monday.

Cincinnati Express arrives daily. All other trains daily except Sunday.

Passengers leaving Lock Haven at 7.00 A. M., and Williamsport at 8.40 A. M., reach Philadelphia, without change of cars, from Williamsport, by Day Express, at 5.50 P. M.

The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value, will be at the risk of the owner, unless taken by special contract.

For further information, apply to JOHN C. ALLEN, Ticket Agent, 631 Chestnut street.
SAMUEL H. WALLACE, Ticket Agent at the Depot.
AN EMIGRANT TRAIN runs daily, except Sunday. For full particulars as to fare and accommodations, apply to FRANCIS FUNK, 137 Dock street.

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 3.40 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.
ly19-tf N. VAN HORN, General Passenger Agent.

THE FAVORITE STEAMBOAT JOHN A. WARNER for Burlington, and Bristol. Leaves Philadelphia, Chestnut street wharf, at 2 P. M. Returning leaves Bristol at 7.10 A. M., stopping each way at Riverton, Torresdale, Andalusia and Beverly. Fare, 25 cents. Excursion, 40 cents. oc26-tf

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.

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WHOLESALE AND RETAIL,
631 MARKET St. PHILADELPHIA
KNEASS & CO.
Successors to M. MAGEE & CO.
And late of 18 Decatur St.

WHITE CASTILE SOAP.—100 boxes genuine White Castile Soap, landing from Brig Pennsylvania from Genoa, and for sale by JOS. B. BUSSIER & CO. 108 South Delaware avenue.

GELATIN, TAPIOCA AND SAGO.—Cox's Scotch Gelatin, Rio Tapioca and East India Pearl Sago, landing and for sale by J. B. BUSSIER & CO. 108 S. Delaware Avenue.