## AN OLD HAND.

Blue-veined and wrinkled, knuckly and brown,
This good old hand is clasping mine;
I bend above it, and, looking down, I study its aspect, line by line.

This hand has clasped a thousand hands That long have known no answering Some have moldered in foreign lands— Some in the graveyard on the hill.

Clasped a mother's hand, in the day
When it was little and soft, and white—
Mother, who kissed it, and went away,
To rest till the waking in God's good light.

Clasped a lover's hand, years agone, Who sailed away and left her in tears; Under Sahara's torrid sun Its bones have whitened years and years.

Clasped the hand of a good man true, Who held it softly and fell asleep, And woke no more, and never knew How long that impress this would keep.

Clasped so many, so many—so few
That still respond to the living will,
Or can answer this pressure so kind and true!
So many, that lie unmoved and still!

Clasped, at last, this hand, my own; And mine will molder, too, in turn, Will any clasp it when I am gone? In vain I study this hand to learn!

Another Alpine Accident. Another sad accident has occurred on Mont Blanc. It is described as follows by a correspondent of the London

"On Friday morning, at 8.30 o'clock Captain Arkwright and sister, Simond Michel (guide), and two porters left Chamounix for the Grands Mulets, at which place they arrived in the evening at 6 o'clock. At that time the shades of night had already fallen, and fires were lighted at the Grands Mulets, also at the Pierre Pointue, to signal their friends at Chamounix of the safe arrival, whereupon the cannon at the Hotel Royal echoed forth their peals of thunder in the quiet of the evening in response. At this time Mrs. Awkwright and younger daughter, staying at the Hotel Royal, were exceedingly joyful, knowing that the party had arrived safely, and Mrs. Awkwright then informed me that Captain Awkwright and his sister intended to return to Chamounix the following morning, but that she had little hopes of seeing them until the evening. The season now drawing to a close, few visitors are in Chamounix. The cook and one of the coachmen from the Hotel Royal, taking French leave, hastened after the foregoing party to accompany them to the Grands Mulets. The services of the former would, no doubt, be invaluable at the Grands Mulets.

"The following morning (Saturday) the two parties left the Mulets at 5.30, Captain Arkwright, Simon Michel, and the two porters roped together. Silven Couttet (who keeps the hut at the Grands Mulets, also the one at the Pierre Pointue; and who is considered one of Mont Blanc's best guides) and the coachmen roped by themselves, leaving Miss Arkwright and the cook of the Grands Mulets to await their return. The grand plateau was reached in safety, and the party were passing what is termed the Ancient Passage, when a terrible sound was heard by all. Couttet knew whence it came, and shouted to the others to save themselves. Couttet, being a little in advance of the other party at the time, dragged the asto coachman down a snow slope, and by so doing no doubt saved their lives; the other party scrambled in quite the opposite direction.

The avalanche passed, hurrying with it in its frightful course poor Captain Arkwright and his three guides. Couttet and the coachman, with no small amount of exertion, managed to extricate themselves from the mass of small ice they were buried in, and, with the exception of Couttet receiving a rather severe bruise on the nose from a piece of ice, they escaped unhurt, to look, and to look again for their missing party; but, alas, no sign of life met their view. All was quiet; and they returned sorrowfully to the Grands Mulets. This accident happened in precisely the same spot where three guides lost their lives in descending with Dr. Hamel (or Humboldt) in 1820."

THE TEMPLES OF CAMBODIA.—Mr. J Thompson, an English traveler, made a journey last January to the ruined temples of Cambodia, in Siam, making plans and photographing them. The temple of Ongon consists of a range of buildings in form of a rectangle, measuring 1,100x1,080 yards, surrounded by a ditch 250 yards wide. It appeared to have been a work of generations, yet from its perfect symmetry, the product of a single genius. The pillared galleries of the temple rise tier above tier, terminating in a great tower. The gal-leries have sculptured stone roofs; the stair-cases, colonnades and corridors are also of sculptured stone and the courts paved. The ancient city is north of the temple and exhibits more gretesque sculptures. The bas-reliefs here are of great extent and represent figures of warriors, elephants, horses and chariots. The inscriptions on the buildings are in three classes; the earlier cannot be read. The Cambodian priests read the later ones, which, however, have no reference to the origin of the city; nor have the present inhabitants any tradition of its origin or of the people who built it. The stone of which the ruins are built are said, by the traveler, to have been brought from the mountains forty miles

A FIENDISH ACT.—The barn of William J. Goshorn, of Tell township, Huntingdon county, Pa., was utterly consumed with all county, Pa., was utterly consumed with all its contents on the morning of the 23d ult. by being set fire by a desperado named Joseph Matthews. Matthews, who resides in Blacklog valley, approached the premises of Mr. Goshorn on the morning aforesaid, making demands of Mr. Goshorn which he refused to concede, whereupon Matthews entered the barn, deliberately set fire to the hay, all the while holding Mr. Goshorn at bay from extinguishing the flames, with hay, at the while nothing mr. Goshorn as bay from extinguishing the flames, with rife and pistols with which he was armed, until the fire had full sway. He then made for Shade Mountain across the fields of Mr. Goshorn, sheoting and killing three of his horses to complete his fiendish deed. Matthews is still at large. One hundred dollars thews is still at large. One hundred dollars are offered for his arrest. The barn was a new one, yet unfinished. No insurance,

ST. PAUL.—The St. Paul (Minnesota) Press St. PAUL.—The St. Paul (Minnesota) Press says the aggregate of freight received at St. Paul this year has been greater than ever before. During August and September, the quantity of merchandise delivered at the St. Paul levee from La Crosse, Prairie du Chien, Dunleith and St. Louis was ten thousand one hundred tons. These figures are taken from the books of the transportation houses. from the books of the transportation houses, and are rather under than over the mark,

From Our Third Edition of Yesterday. LATER NEWS FROM BALTIMORE.

INTERESTING FROM WASHINGTON

The Assessorship in the Second Pennsylvania District.

Movements of Governor Swann, of Maryland.

THE PACIFIC EXCURSIONISTS.

FIRE AT LEAVENWORTH.

A Block Nearly Destroyed.

Further From Baltimore. Special Despatch to the Bulletin.] BALTIMORE, Nov. 2.-Mr. Berry has declined Gov. Swann's appointment as Police

Commissioner. No application has yet been made to swear in Swann's Commissioners. The registration lists are withheld from the Union men, and will probably not be made public until Tuesday. Mayor Chapman stands firmly with the

Commissioners, all reports to the contrary notwithstanding.

BALTIMORE, Nov. 2.—There was considerable excitement in the neighborhood of the Sun office to-day. The "Boys in Blue" are out in full force. The special police are summoned out. There is also a large crowd of people in Baltimore street, and indica-

tions of trouble are looked for this evening. From Washington. [Special Despatch to the Bulletin.]

Washington, Nov. 2.—There is trouble about the Assessorship of the Second Internal Revenue District, of Pennsylvania. Secretary McCulloch has notified Mr Sweeney to continue in the discharge of the duties of the position. A large delegation of the friends of Mr. Calhoun M. Deringer have therefore appeared here.

So far the efforts of the friends of Mr. Deringer have totally failed, and Mr. Sweeney's removal is as far off as ever. Five negroes were hung to-day at Marlbore', in Maryland, about twenty miles

from Washington, for the murder of a white man named Lyle, some four months ago. Governor Swann left here this morning for Baltimore, with the assurance from the President that he should have all the force required to enforce his action in the removal of the Police Commissioners, if the municipal authorities attempted to interfere.

The Pacific Excursionists.

[Special Despatch to the Bulletin.]
LEAVENWORTH, NOV. 2.—The excursionists reached this point this morning, and had a formal entertainment given by the city authorities. We will go on to Kansas City to-morrow, and from thence to Fort Riley. C. S.

OLEAN, N. Y., November 2d.-A large safe in the banking office of Stonewall, Chamberlain & Company, of this village, was blown open last night and two thonsand dollars in currency, revenue stamps, etc., were carried off. There were several special deposits of Government bonds also taken. The amount taken is not known.

From Canada.

Montreal, Nov. 2.—The Hon. D'Arcy McGee made a speech last night before the Caledonian Society, and said if he had the ears of the Irish people, he would say: Consider the example of Scotland; cease to pursue the impossible and impracticable; try by every novelty something that contains the element of success. To the Imperial statesmen he would recommend the familiar American word, "Reconstruction," and a generous policy towards Ireland.

Fire at Leavenworth, Kansas.

LEAVENWORTH, Kansas, Nov. 1.—A fire this morning on Shawnee street, between Fourth and Fifth, destroyed a whole block with the exception of the market house. The total loss amounted to from \$40,000 to \$50,000, on which there is a small insurance. Two men were seriously injured by \$30,000. I wo men were seriously injured by falling from a building.

Marine Intelligence.

Holmes' Hole, Nov. 2.—The schooner Isaac Baker, from Georgetown, D. C., for Boston, was in contact last night off Handkerchief Light Ship with the schooner Fairwind, of Ellsworth, and iost her bowsprit, and spring her forement. She was torsed and sprung her foremast. She was towed into port by the steamer Franconia. The Fairwind was filled with water and was taken in tow by a fishing vessel.

Markets.

New York, Nov. 2.—The Cetton market is quiet; sales at 39c, for middlings. Flour dull; sales of 8 500 bbls. at \$9.75@\$13 50 for State; \$12 25@\$15 for Ohic; \$9.75@\$13 for Western; and \$12.75@\$13 for Southern. Wheat dull; sales of 10,000 bushels at \$2 50 for Milwauker and \$3 25 for State. Corn is firm; sales of 10,00 bushels at \$1 80@\$1 32. Pork heavy at \$33@\$33 12½. Lard dull at 13½.@\$15. Whichigan Southern, \$3%; Stocks are lower; Chicago and Rock Island, 111½. Blinois Central bonds, 105; Michigan Southern, \$3%. New York Central, 119½; Reading Haliroad 116½; Hudson River, 122½; Canton Co., 55½; Virginia 6'8, 85½. Missouri 6'8, 85½. Western Union Telegraph Co., 52%; Ten-Fortnes, 100½; Treasury 7 3-10'8 109½; Five-Twenties, 110½; U. S. Coupon 6'8, 114½; Gold, 148½.

## CITY BULLETIN.

FOR NEW OBLEANS, -- We call attention to the announcement of the Philadelphia and Southern Mail Steamship Company, in to-day's paper. The Star of the Union will be detained until the 6th inst., at which date she will sail for New Orleans,

COURTS.

OYER AND TERMISER—Judges Allison and Ludlow,
—The case of Newton Champion, charged with the
murder of Mary Carney, on the 18th of August, was
commenced yeaterday,
Mrs. Tyson, the proprietress of the house Eleventh
street and Mark's lane, where Mary Carney was murdered, testified to the visit of Champion on the Friday
previous, when he came with the deceased and another
female; he staid ashort time; on the day of the muroer
he came with Mary Carney, engaged a room, and re
mained about an hour; he left, telling Mrs. Tyson that
the lady was asleep, and that he would return. He
was smoking a cigar, and was calm and composed,
The body was discovered about feur hours afterwards,
jying on the face in the bed, and wrapped tightly in a
sheet.

sheet.
Miss Gibbs tratified that she had heard the prisoner two months before the murder threaten to kill the deceased, and on one occasion he met her on the street, and after a short conversation, attempted to choke her, and was prevented by the interference of passers-

her, and was prevented by the interference of passersby.

Another witness testified that a few months before the murder Champion saked Mary Carney to marry him; and threatened to kill her if she did not.

Rose Carney the sister of the deceased, testified that letters had been received by this sister from Champion, and that on one occasion, he begred for God's sake for a few minutes' interview, and threatened her that if she did not do what he desired he could not tell what would be the consequences, as both would come to an unimary end.

This begring the case was resumed. Champion was more composed and quiet than yesterday, when he

spent most of his time pacing up and down the dock. This murrity he remained seated.

Dr. Wood tentified that on the loth of August he was called professionally to attend the prisoner; saw him in a louse, Callowhill street west of Fifeenth; it was about one o'clock: he was in the parlor, lying on the settee; noticed his clothes; there was some blood on them, he his blood on the sleeves of his linen blouse; and he had blood on the confr of his shirt; when I first saw him he could scarcely speak, and he did not compisin of anything; his ruise was very frequent, over '10; hiphysical condition was a mixture of prostration and excitement; after he was carried up stairs I examined him force if he had been stabbed; save him a stimulant; he told me he had been vomiting and purging; his symptoms could have been produced by great excitement; it was the reaction; when I left be was bitter; there was nothing to indicate that he has been drinking; saw him again in the afternoon and evening when he was better but weak.

The Commonwealth closed.

Mr. Clarence Burden opened for the defence He stated that thampion had been an engineer in the United states Bavy from 1851 to 1855. Although he had been in communication with numerous companions, few of these could be produced, as many had falled victums to disease, while others were in service in distant waters. The defence, In regard to the Commonwealth's case it was contended that it bad not been established that the prisoner; had killed the deceased; or if he did kill her whether there had been a conflict be or or at the time of the infliction of the wound. Reterence was also made to the fact that no weapon had been found either in the room of the wound. Reterence was also made to the whether there had been at himself to be count. For his where shound on the prisoner; but the defencant being mable to account for his

have the would. Reference was also made to the fact that no weapon had been found either in the room of the murder or on the prisoner; but the defensant being mable to account for his whereabouts on the day of the murder, but family rest the defence on insarity. For years he has been looked upon as insane, and before he entered the Navy. As his insanity was not of a violent character, he was not restrained. His father was insane, and in 1833 was placed in an insane saying, from which he was discharged improved; but not cared. A brother and sister are insane, the sister being an insane of an asylum. Citetions from medical book were given by Mr. Burden, in order to show the varied forms of insanity arising from disordered state of the brain.

mate of an asylum. Cite tions from medical books were given by Mr. Burden, in order to show the varied forms of insanity arising from disordered state of the brain.

David Hardy, sworn—I am acquainted with the pri soner; first became acquainted with him in 18s1 on board the United States sloop of war Pawner; were shipmaters for is months, and roomed together most of the time; his behavior was peculiar, and he showed no disposition to mingle with his messmates; he talked to himself and showed a lack of ability to argue questions in regard to his business, such as the expansion of steam; &c; never considered him right; he was Third Assistant Engineer.

Cross-examined.—Have seen others walk the deck James Murray testified that he became acquainted with the prisoner in 18s1, on the Potomac River, on the Pawner; knew him until 18s2, and noticed him walking the deck and making peculiar motions with his arms and hats, after his walch he did not turn into his hammock like the rest of the nen; from his manner witness formed the opinion that the prisoner was issane.

Cross-examined.—He walked the deck in the day-time as well as the night.

Edwin Bond testified that he became acquainted with the trisoner about September, 18s4, off the coast of Wilmington; was on board the United States ship Maivern, the fig ahlp of the squadron; were in the same cabin together and slept in the same; he was unfit of odury while on board, on account of his health and having fits; he was sick nearly all the time on consequence of it; he was ivery violent while the fits were on him; took four or five men to hold him; he attempted to apring overboard in one of these fits; he was on the vessel from eight to ten days, and was sent to the Norfolk Hospital.

James J. Ashman testified that he visited him prof-seionally, in Aprill last; he was suffering from a an acution flammation, and he was deranged at the time; the detangement exhibited listed in the form or a muttering deliritum; he was talkative but there was no coherency to his express rus; t

sanily. The case is still on trial.

United States Mint Statement. We are indebted to the Hon. William Mil. ward, Director of the Mint, for the following statement o Deposits and Coinage at the United States Mint, for the month of Oct., 1868: Gold Deposits from all sources........ Silver Deposits, including purchases Total Deposits. \$405,909.5 GOLD COINAGE. No. of Piece

52,950 00 618 65

#321.375 g

Total... \$750,252 26 Half Dollars..... Fine bars..... Total. \$33,563 E Cents...... Two Cent pieces Three Cent piece Five Cent piece 3,299,000 Value \$750 252 1 53,563 6, 117,580 60 Gold Coinage... Silver..... Copper....

Total...

3,449,674 Coal Statement. The following is the amount of coal transported over the Schuylkill Canal, during the week ending Thursday, Nov. 1, 1866; From Port Oarbon... Total for week..... Previously this year . 32,115 03 1,102,367 11 Total ...... To same time last year... ..1,134,482 14 . 830,920 16 303,561 98

Sales at Philadelphia Stock Edard. SALES AFTER FIRST BOARD. 

BUSINESS CARDS. HUBINESS CARDS.

H. C. LANCASTER.

GRAIN STORE, SPRUCE STREET WHARF ESTARLISHED IN 1EM.

CORN, OATS and MILL-FRED sold Wholesale and Reiall at lowest Market Rates, and delivered to all parts of the City.

C. KNIGHT & CO., WHOLESALE GROORP-Las, E. Cor. WATER and OHESTNUT strests, Ph. Satelphia. Agents for the sale of the Products of the Southwark Sugar Reinery and the Grocers' Sugar House, of Philadelphia.

DENNSYLVANIA WORKS.—ON THE DELA CHESTER. Delaware County, Pa.

CHESTER. Delaware County, Pa.

Engineers and Iron Boat builders.

Manufacturers of

CONDENSING AND NON-CONDENSING ET GINES, Iron Vessels of all descriptions, Bollers, Vata, Tank Propellers, &c., &c., Tank Propellers, &c., &c., Late of Beaney, Neafe & Co., Engineer in Onie Penn Works, Philia. U. S. Navy, T. VAUGHAN, MERBICU. T. VAUGHAN MERRIOK, WM. H. MERRIOL JNO. E. COPE. COUTHWARK FOUNDRY, FIFTH AND WAS: O INGTON STREETS.

D INGTON STREETS.

PHILADELPHIA.

MERRIOR & SONS.

ENGINEERS AND MACHINISTS.

Manufacture High and Low Pressure Steam Engine
for Land, River and Marine Service.

Boilers, Gasometers, Tanks, Iron Bosts, &c.

Castings of all kinds, either iron or brass.

Iron Frame Roofs for Gas Works, Workshops a:

Reiorts and Gas Machinery, of the latest and mo
improved construction. improved construction;
Every description of Plantation Machinery; a.
Every description of Plantation Machinery; a.
Sugar Saw and Grist Millis, Vacuum Pans, Open Steam Trains, Defacators, Filters, Pumping Er-gines, &c.
Sole Agents for N. Billeux's Patent Sugar Bolit, Apparatus, Nesmyth's Patent Steam Hammer and Aspinwall & Woolsey's Patent Centrifugal Sugar Draining Machine.

[148] FIXTURES,—MISKEY, MERRILL
J THACKARA, NO. 718 CHESTINUT sizes.
Manufacturers of Gas Fixtures, Lamps, &c., &c.
would call the attention of the public to their large and elegant assortment of Gas Unandellers, Pendant-Brakes, &c., They also introduce Gas pipes in Dwellings and Public Buildings, and attend to extent ing, altering and repairing Gas pipes. All work were ranted. JAMES A. WEIGHT, THOERTON FIRE, CLEMENT GRISCOM, THEODORE WRIGHT, FRANK L. MEALE, PATER WRIGHT & SONE, Importers of Earthenware,

and Chipping and Commission Merchants, No. 115 WALNUT Street, Philadelphia RIVY WELLS.—OWNERS OF FROPERTY.—The only place to get Privy Wells Cleaned and Displaced, as very low prices.

Manufacturer of Poudretts,

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MASONIO MARKS. MARTIN LEANS, NO. 402 CHESTNUT STREET. STREET.

First Premium awarded by Franklin Insulute to MARTIN LEANS. Marsinchurer of MASONIC MARKH.

FINS, EMBLEMS, &C., &C.

New and original designs of Masonic Marks, Templars' Medals, Army Medals and Oops Badges of Svery description. FOR SALE.

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TRAVELING GUIDE. PHILADELY GREAT TRUNK LINE FROM
PHILADELY A GREAT TRUNK LINE FROM
SYLVANIA, THE SCHUYLKIL, SUSQUEEZAN.
NA, OUMBERLAND AND WYOMING VALCES;
THE NORTH, NORTHWEST AND the CANADAS,
WINTER ARRANGENERY OF PARSINGER
TRAINS, Oct. 8, 1866, leaving the COMPANY'S OPPORT
THE TEENTH AND ALLOWHILL STREET
THE TEENTH AND ALLOWHILL STREET
STREET AND ALLOWHILL STREET, THIS
GEIPDIS AT the Dilowing hours. At 7.20 A. M. for Reading and all interme Beturning, leaves Reading at 6.30 P. M., arriving in

Returning, leaves Reading at 6.30 P. M., arriving in Philadelphia at 2.10 P. M.

At 2.18 A. MORNING EXPRESS,

At 2.18 A. MORNING EXPRESS,

At 2.18 A. MORNING EXPRESS,

Fotsville, Pine Grove, Tamagua, Sanbary, Williamsport, Elmita, Enchester, Niagara Falls, Burbalo, Allensown, Wilkesbarre, Philadon, York, Carliale, Chambers for Ningara Falls, Burbalo, Allensown, Hagerstown, &c., &c.

This train connects at READING with the Esta Fennsylvania Bailroad trains for Allemsown, &c., and the first fall connects with the Lebanon Valley train for Harrisburg, &c., at PORT CHINTON with Calawissa Bailroad trains for Williamsport, Lock Hayen, Rimita, &c., at HARRISBURG with Worthern Central, Comberland Valley, and Schryllill, and Susquehanna trains for Northumberland, Williamsport, York, Chamberland, Northumberland, Williamsport, York, Chamberland, Pinegrove, &c., connecting with Reading and Columbia R.E. trains for Golumbia, &c.

Leaves Falladelphia at 2.20 P. M. for Reading, Potts-ville, Harrisburg, &c., connecting with Reading and Columbia R.E. trains for Golumbia, &c.

READING ACOUMMODATION.

Leaves Reading at 2.50 A. M., stopping at all waystations; arrives in Philadelphia at 2.40 A. M., Returning, leaves Philadelphia at 2.50 P. M.; arrives in Reading at 7.80 P. M. Alternoon trains leave Harrisburg at 2.10 P. M., and Pottsville at 2.45 P. M.; arriving at Philadelphia at 2.50 P. M.; arriving at

Philadelphis at 6.15 P. M. Hard Las F. M.; Erriving at Harrisoury accommodation leaves Reading at 9.30 A. M.; and Harrisoury 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. Mariet train, with a Passenger car sunched, leaves Philadelphia at 12.45 noon for Reading and all way stations; leaves Reading 11.30 A. M., and Downingtown 18.30 P. M.; for Philadelphia and all way stations. All the above trains run daily, Sundays excepted. Sunday trains leave Pottsville at 3.00 A. M.; and Philadelphia at 3.15 P. M.; leave Philadelphia, for Reading at 8.50 A. M., returning from Reading at 4.25 P. M.; M. CHESTER VALLEY PAULON

Trains leave Pottaville at 7, 11.30 A. M. and 7,15 P. M. returning from Tamaqua at 7,35 A. M., and 1,40 and 1,15 P. M. SCHUYLKTILL AND SQUEHANNA RAILBOAD. Trains leave Anburn at 7.50 A. M. for Pinegrove at Harrisburg, and at 1.50 P. M. for Pinegrove and Trainout returning from Harrisburg at 2.0P. M. and from Tremont at 7.50 A. M. and 6.25 F. M. P. M. and from Thomas 8.50 A. M. and 6.25 F. M. P. M. and from Thomas 8.50 A. M. and 6.25 F. M. P. M. and from Thomas 8.50 A. M. and 6.25 F. M. P. M. and from Thomas 8.50 A. M. and 6.25 F. M. P. M. and from Thomas 8.50 A. M. and 6.25 F. M. P. M. and from Thomas 8.50 A. M. and from Thomas

Through dirst-class lickets 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. 22 South Fourth street, Philadelphia, or of G. A. Nicoliz, General Superintencent, Reading.

COMMUTATION TICKETS.

At 25 per cent. discount between any points desired for Canilles and firms.

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 Calicw-hill streets. HIII streets.

FREIGHT.

Goods of all descriptions forwarded to all the above points from the Company's New Freight Depet, Broad and Willow streets.

FREIGHT TRAINS.

Leave Philadelphia daily at 5.20 A. M., 12.45 noon and 8.P. M., for Residing, Lebanon, Harrisburg, Pottsville.

Port Clinton, and all points beyond.

MAILS.

Close at the Philadelphia Post Office for all places on the typed and its branches at 5 A. M., and for the principal Stations only at 3.15 P. M.

spal'Stations only at 3.15 P. M.

1859. PHILADRIPHIA AND
RRIE RAILROAD. 1866.

This great line traverses the Northern and Morta
west counties of Pennaylvania to the city of Erie on west counties of Pennsylvania to the city of Erie or Lake Erie, It has been leased and is operated by the Pennsyl vania Railroad Company. BLPHIA

Erie Mail Train.
Erie Kapress Train.
Erie Mail Train.
LEAVE WESTWARD.

WEST CHESTER AND PHILADELPHA RAILEGAD. VIA
DELPHA RAILEGAD. VIA
DELPHA RAILEGAD. VIA
DELPHA RAILEGAD. VIA
ONLIPHA RAILEGAD. VIA
ONLIPHA RAILEGAD. VIA
Gen and after MONDAY. Oct. 18th, 1866, the
trains will leave as follows:
Leave Philadelphia for West Chester, from Depot
Thirty-first and Market street, 7:50 A. M., 11.00 A. 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.
PENNEL/YON TRAINS.
Leave Pennelton for Philadelphia 8:47 A. M., 7.15
P. M.
These Trains stop at all intermediate Stations.
ON SUNDAYS—Leave Philadelphia 8:45.0 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-pcars will leave Eleventh and developed to the eleventh eleventh eleventh
card to the company will not, in any
care, be responsible for an amount exceeding one hundred dollars, unless a speeds contract is made for the
same. Henrey Wood, General Superintendens

PLITES URLEAN A. M. OLUNIANTT RAILES

THE PAN HANDLE ROUTE WESTWARD.

BOAD.—From Ferry, foot of VINE st., Philadelphia, SOAD.—From Ferry, foot of VINE st., Philadelphia, 3 A. M.—Express for Long Branch, New York and Intermediate points.
5 P. M.—Freight for New York and Way Stations.
6 C. M.—Freight for New York and Way Stations.
6 Cocds delivered at Company's Depot, 220 North Wharves, Philadelphia, by 4 P. M., forwarded by this line, arrive in New York at 5 c'clock next morning.

The Passenger Steamer Jesse Hoyt leaves Pier 32 North River, loot of Duane street, N. Y., at 11 A. M., for Philadelphia Express.

P. M. OHESTER VALLEY RAILEOAD.

Parsengers for Bowningtown and Interpredictepoints aske the 7.20 and 2.15 A. M. and 4.20 P. M. trains from Philadelphia, returning from Downingtown at 7.00 A.

sake the 7.20 and 3.15 A. M. and 3.20 P. M. Brains from Philadelphia, recturing from Downingtown at 7.00 A. M. and 12.20 Noon.

M. and 12.20 Noon.

MEW YORK EXPRESS FOR PITTEBURGH AND LEAVES New YORK 27, 9 A. M. and 8.00 P. M. pracing Beading at 1.05, 11.25 AM., and 1.45 PM. and connect at Extriburg with Pennsylvania, and Northern Central Satiroad Express Trains for Pittaburgh, Chicago, Willamsport, Elmira, Balthaore, &c.

Returning, Express Train leaves Harriburg on arrival of Pennsylvania Express from Pittaburgh, at 3 and 9.05 A. M., 9.15 P. M. passing Reading at 4.19 and 10.22 A. M. and 11.30 P. M. arriving at New York 10 A. M., and 2.45 P. M. Passing Reading at 4.19 and 10.22 A. M. and 2.45 P. M. sarriving at New York 10 A. M., and 2.45 P. M. Shephing Cars accompanying these trains through between Jensey City and Pittaburgh, without change.

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

SUHUYLKILL VALLEY RAILROAD.

Trains leave Potzyville at 7, 11.30 A. M. and 7.15 P. R. retarning from Tamaqua at 7.35 A. M., and 1.40 and 4.15 P. M.

At 35 per cent. discount between

At 35 per cent. discount between all points, at \$53 be each

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At 35 per cent. discount between all points Geod for 2,000 miles, between all points, at \$53 50 each for 2,000 miles, between all points, at \$53 50 each for families and firms.

SEASON TICKETS.

For three, six, nine or twelve months, for holders only, to all points at reduced rates.

CHERGYMEN

Readding on the line of the Boad will be furnished with cards, entitling themselves and wives to tickets: 13 half-fare.

EXCURSION TICKETS.

....7.00 A. M Erie Mail Train LEAVE WISTWARD, 2.00 F. h.
Erie Express Train. 12.00 M
Passenger Cars run through on the Erie Mail and
Express Trains without change, both ways, betweenPhiladelphia and Erie. 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.

Bor information respecting passenger ousiness apply at corner THIRTIETH and MARKET streets, Philadelphia.

delphia.

And for Freight business of the Company's Agents:

8. B. Ringston, Jr., corner Thirteenth and Market
streets, Philadelphia,
J. W. Reynolds, Krie.
Wm. Brown, Agent, N. C. R. R., Baltimore,
Wm. Brown, Agent, N. C. R. R., Baltimore,
Wm. Brown, Agent, Philadelphia,
H. W. GWINNER,
General Freight Agent, Philadelphia,
H. W. GWINNER,
General Ticket Agent, Philadelphia,
A. L. TYLER,
General Superintendent, Erie.

WEST CHESTER AND PHILA.

PITISBURGH. COLUMBUS AND CINCINNATI RAILE AL

Owing to the great distance saved by THIS ROUTH the Government has assigned to it the carrying of the U.S. MAIL to the Principal Cities of the West and Southwest Belling But one Change of Care
THERE BEING BUT ONE CHANGE OF CARE
BETWEEN PHILADRIPHIA AND CHNCHNATI
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 OTHER LINE.

Passengers leaving Philadelphia at 11.50 A. M. will arrive at Altoons in the evening for supper, where Woodroff'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

at midnight, a comfort never before afforded to the traveling community.

Be sure to purchase tickets "VIA BTEUBED.

BE SURE TO THE STREET OF North River, foot of Duane Street, A. Y., by for Philadelphia Express.
Freight received at Pier 22 North River, N. Y., by 4.30 P. M. will be ready for delivery in Philadelphia

4.30 P. M. will be ready for delivery in Philadelphia early the following morning.

FAREA TO NEW YORK, \$2.00.

FAREA TO NEW YORK, \$2.00.

For further information apply to Company's agents.

R. H. CHIPMAN, Freight Office and Depot, \$20.

North WHARVER, Philadelphia.

J. B. BURT, Pler 32 North River, foot of DUANE Street. New York.

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

W. N. CLAYTON.

B. C. HASTY.

B. C. HASTY.

General Freight Agent, Red Bank, N. J.

General Freight Agent, Red Bank, N. J.

General Agent, Philadelphia.

TRAVELING GUIDE

TEAVELING GUIDE.

| Comparison of the control of th

and for Marreto as Beautiment and for Ordering a Guakertown.
AT 4.15 P. M.—Accommodation, for Doylestown, stopping at all intermediate Stations. Passengers for Wilsow Grove, Habboro, and Hartsville take stage at Abington; for Lumberville at Doylestown.
AT 5.15 P. M.—Through Accommodation, for Registers and all Stations on main line of North Pennsylvania Railroad, connecting at Bethichem with Lehigh Valley Evening Train for Allentown, Mauch Chunck,

AT 6.15 P. M.—Accummodation, for Lansdate, stopping at all intermediate-Stations.
At 1: P. M. Accummodation for Fort Washington.
TRAINS FOR PHILADELPHIA.
Leave Rethlehem at 6.25 A. M., and 12.55 M., and 8.15 P. M.
12.25 train makes direct connection with Lehigh Valley trains from Easton. Wilkesbarre, Mahoney City,
Haxleton, and arrives in Philadelphia at 2.30 P. M.
Passengers leaving Wilkesbarre at 1.15 P. M., connect
at Fetinlehem at 6.15 P. M., and arrive in Philadelphia

Francisco leaving wherebeare at Lid P. M., connect at Bethlehem at 6.16 P. M., and arrive in Philadelphia at 8.40 P. M.
Leave Doylestown at 6.40 A. M. 8.15 and 5.20 P. M.
Leave Landdale at 8 A.M.
Leave Londdale at 8 A.M.
Leave Fort Washington at 10.50 and 2.15 P. M.
Deave Fort Washington at 10.50 and 2.15 P. M.
Philadelphia for Bethlehem at 9 A. M.
Philadelphia for Doylestown at 2.26 P. M.
Doylestown for Philadelphia at 7.20 A.M.
Bethlehem for Philadelphia at 7.20 A.M.
Fifth and Sixth Street Passenger Cars conv. y pazengers to and from Berks Street Bepot.
White Cars of Second and Third Streets Line conveypressegners to Third Street Pepot.
Tickets must be procured at the Ticket Offices, THIRD street or BERKS street, in order to secure the lowest rates of farc.
Hillman's Basyane Express will call for and deliver rates of farc.

Hillman's Baggage Express will call for and deliver Baggage at the Depot.

Onlice, No. 112 South THIRD street.

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POR NEW YORK.—The CAMADELPHIA AND AMBOY and PHILA.
DELPHIA AND TRENTON RATIROAD COM.
PANY'S LINES, from Philadelphia to New York, and
way places, from WALNUT STREET WHABF,
will leave as follows, vis:
At 5 A. M., via Camden and Amboy, Accom.,
22 25
At 5 A. M., via Camden and Jersey City Express, 200
At 2 P. M., via Camden and Amboy Express, 200
At 2 C. M., via Camden and Amboy Express, 200
At 5 A. M., via Camden and Amboy Express, 200
At 5 A. M., via Camden and Amboy Express, 200
At 5 A. M., via Camden and Amboy Express, 200
At 5 A. M., via Camden and Vincentown, At 5 A. M., and
3 P. M. for Freehold. ville, Femberton 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 Freh House, Falmyra, Riverton, Progress, Delanco, Beverly, Edgewater, Burlington, Florence, Bordentown, cc. The 10 A. Mand 4 P.M. lines runs direct through to Trenton. through to Trenton. LINES FROM KENSINGTON DEPOT WILL leave

The 645 P. M. Line will run daily. All others Sundays excepted.

AV.30 and 11,00°A. M., 8, 2.20, 4.20, 5 and 6,45 P. M., and it Midnight, for Bristol, Trenton. &c.

At 7 and 10.15, A. M., 12 M., 8, 4,5, and 6 P. M. for Cornwells Torrisdale, Holmesburg, Tacony, Wissing-ming, Bridesburg and Frankford and at 10.15 A. M. for Bristol. Schencks, Eddington and 8 P. M. for Holmesburg and intermediate Stations.

BELVUIDERE DELIAWARE RAULROAD, for the Delaware River Valley, Northern Pennsylvania, and Delaware River Valley, Northern Pennsylvania, and New York State, and the Great Lakes. Two through trains daily (Sundays excepted) from Kensington De trains daily (Sundays excepted) from Kensington Depot, as follows:

At 7.29 A. M. and 3.39 P. M., for Kiagara Falls, Burdio, Dunkrik, Canandaigua Elmira, Ithaca, Owego, Rochester, Einghampton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre Scranton, Strondsburg, Water Gap, Belvidere, Easton, Lambertville, Fiemngton, &c. The 3.39 P. M. Line connects direct with he Train leaving Easton for Mauch Chunk, Allentown, Bethlehem, &c. town, Heinienem, str. 4157. M. for Lambertville and intermediate Stations 457 For New York, and Way Lines leaving Ken sington Depot, take the cars on Firth street, above Walnut, half an hour before departure. The cars run icto the Depot, and on arrival of each Train, run from the Bentt.

do the Depot, and on arrival of each stain, the first he Depot. An additional Ticket Office is located at No. 523 Chesnut street. Continental Hotel, where tickets to New Jork and all important points North and East, may ser-procured. Persons purchasing Tickets at this Ditice, can, by leaving orders, have their baggage thecked at their leadences, by Graham's Baggage Express. Express.
First Founds of Barrage only allowed each Passen Express.
First Founds of Barrage only allowed each Passen ger. Passengers are prohibited from taking anything as bargage but their wearing apparel. All baggage over rifty pounds to be paid for eartra. 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 11 A. M., 6 P. M. and 12 Night via Jersey City and Kensington.

sington.
From Pier No. 1 N. River, at 5 A. M. and 2, 4 P. M.
Via Amboy and Camden.
WM. H. GATZMER, Agent.

WM. H. GATZMER, Agent.

PHILADELPHIA. GERMAN
TOWN AND NORBISIOWN.
RAIL: UAD TIME TABLE—On and aner THURSDAY, November I, 1866, until further notice.

I cave Philadelphia—6, 7, 8, 9, 10, 11. 12 A. M.; 1, 2,
3.15, 33, 4, 5, 53, 6.10, 7, 8, 9 10, 11. 12 P. M.
Leave Germantown—6, 7, 74, 8, 820, 9, 10, 11. 12 A. M.;
1, 2, 3, 4, 45, 6, 6, 7, 8, 9, 10, 11 P. M.
The 8.20 down train; and the 3½ and 5½ up trains will not stop on the Germantown Hranch.

ON SUNDAYS.

Leave Philadelphia—9, 15 minutes A. M.; 2, 7, and
16½ P. M.
CHRSTNUT-HILL RAILROAD.
Leave Ppiladelphia—6, 8, 10, 12, A. M.; 2, 3½, 5½, 7, 9
and 11 P. M.
Leave Chestnut-Hill—7.10 minutes, 8, 9, 40, and 11, 40
A. M.; 1.10, 3.40, 5.40, 6.40, 8.40 and 10.40 P. M.
Leave Philadelphia—3, 15 minutes A. M.; 2 and 7
P. M.
Leave Chestnut Hill—7.50 minutes A. M.; 2 and 7
P. M.
Leave Chestnut Hill—7.50 minutes A. M.; 12, 40, 5.40. P. M.
1 tave Chestnut Hill—7.50 minutes A. M.; 12.40, 5.40, and 9.25 minutes P. M.
FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia—6, 8.35, 11.65, A. M.; 1½, 3 4½, 5½, 6.15, 8.05 and 11½ P. M.
Leave Norristown—5.40, 7, 7.50, 9, 11 A. M; 1½, 4½, 6½ and 8 P. M. and 8 P. M. train will stop at Falls, School Lane, Wissahlekon, Manayunk, Spring Mills and Consho-nocken only.

Wissanickon, Manayunk, Spring Mills and Conshohocken only.

ON SUNDAYS,
Leave Philadelphia—9 A. M.; 2½ and 6 45 P. M.
Leave Norristown 7 A. M., 5 and 8½ P. M.

FOR MANAYUNK.

Leave Philadelphia—6, 8.55, 11.05 A. M.; 1½, 3, 4½, 5½,
6.15, 8.05 and 11½ P. M.
Leave Manyunk—6, 10, 7½, 8.20, 9½, 11½ A. M.; 2, 5,
6½ and 3½ P. M.

ON SUNDAYS,
Leave Philadelphia—3 A. M.; 2½ and 6.45 P. M.
Leave Mansyunk—7½ A. M., 5½ and 9 P. M.
Leave Mansyunk—7½ A. M., 5½ and 9 P. M.

W. S. WILZON, General Superintendent,
not

Depot, Ninth and Green streets.

WEST TERSEY RAILROAD

LEAVE PHILADELPHIA AS FOLLOWS:
FOR Bridgeton, Salem, Miliville, and all intermediate etations, at 8 A. M., 330 P. M., Passengar,
For Woodbury 8 A. M., 3 30 P. M., Passengar,
For Cape May at 3 30 P. M.

Woodbary at 7,15 A. M., 840 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 5 P. M. Freight 6,55 P. M.

r. M. Freight 6.30 Salem at 650 A. M. and 305 P. M. Freight 5.45 P. M. Millyille at 6.55 A. M. and 3.08 P. M. Freight 6.10 P. M. 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 accomp, hiss each through train. Office foot of Market street, "billadelphis."

1. H. MARKLEY, General Agent. se24-th J. H. MARKLEY, General Agent.

PHILADEIPHIA & RAVIT
WINTER ARRANGEMENTEAL RAILROAD.
WINTER ARRANGEMENTEAL RAILROAD.
WINTER ARRANGEMENTE.—ON AND AFTER
MONDAY, Oct. 15, 1886, the Trains will leave Philadelphia, from the Depot of the West Chester & Philadelphia, from the Depot of the West Chester & Philadelphia Railroad, corner of Thirty-first and Market
Streets, (West Philada), pt. 750 A. M., and 4.45 P. M.

Leave Rising Sun, at 5.50, and 0.70 and 4.5 P. M.

A Market Train with Passenger Car attached, will
an 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. (In 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 to counset at Oxford with the Afternoon Train
for Philadelphia.

The Train leaving Philadelphia at 4.5 runs to Haine.

e 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 mhis HENRY WOOD, Gen'l Sup't.

PHILADELPHIA, WILMINGROAL-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 Baltimere and Washington, stopping at Chester,
Wilmington, Newark, Eikton, Northeast, Perryville,
Havre-de-Grace, Aberdeen, Perryman's, Magnolia,
Chase's and Strainmer's Bun.
Way-mail Train, at 8.15 A.M. (Sundays excepted), for Baltimore, stopping at all regular stations
between Philadelphia and Baltimore.
DelawareR. R. Train, at 9. M. (Sundays excepted), for
Princess Anne. Milford and intermediate stations.
Express train at 11.65 A.M. (Sundays excepted) for
Baltimore and Washington,
Express Train at 2.00 P.M. (Sundays excepted), for
Baltimore and Washington, at one of the control of TRAVELING QUIDE. Again Express at 11:00 P. M. for Baltimore and Washington.
Fassengers by boat from Baltimore for Furtress
Monroe, Norfolk, City Point and Biohmond will take
the 11:45 A. H. Train
WILMINGTON ACCOMMODATION TRAINS,
Stopping at all stations between Philadelphia and Wilmington. Leave Philadelphia at 9.00 A.M., 12.20, 4.50, 6.00 and 11.50 P. M. The 4.30 P. M. train connects with the Bela-ware Railroad for Harrington and intermediate sta-ions

ions.
Leave Wilmington 6.30, 7.15 and 9.30 A. M., 4.00 and The 7.15 A. M. train will not stop at stations between hister and Philadelphia Chister and Philadelphia.

Trains for Newcastle leave Philadelphia at 9.00 A.

M., 4.30 and 6.00 P. M.

THROUGH TRAINS FROM RATITMORE
Leave Wilmington at 11.00 A.M., 4.35 and 10.00 P.M.

CHESTER FOR PHILA DELIPHIA.

143, 5.10, 7.28 and 10.29 P.M.

43, 5.10, 7.28 and 10.29 P.M.

From Baltimore to Philadelphia.—Leave Baltimore
7.25 A.M. Ways 120 Philadelphia.—Leave Baltimore
7.25 A.M. Ways 140 Philadelphia.—Leave Baltimore
7.25 A.M. Ways 141, 9.20 A.M. Express. 1.10 P.M.,

Express. 6.35 P.M., Rapress. 8.25 P.M., Express.

A.M., and 8.88 P.M.

Trains for Baltimore leave Wilmingtons 5.22, and
9.83 A.M.; and 4.15 P.M.

Freightrains with passenger care attached will leave
Williangton for Perryville and intermediate stations
at 6.65 P.M. Leave Baltimore for Havre de-Grace
wille for Wilmington and intermediate stations at 4.20
A.M., connecting at Wilmington with the 7.15 A.M.,

Express That BUNDAY TRAINS.

Frain for Philisdelphia.

Express Train at 115 A. M. for Baltimore and Washington, stopping at Chester, Whimington, 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 Wash-ington.

Augus express 11.00 F. M. for Sammors and Weshington.
Accommodation Train at 11.30 F.M., for Wilmington and Intermediate Stations.

a RAINTMORE FOR PHILADELPHIA.

BAINTMORE FOR PHILADELPHIA.

Leave Baltimore at 8.25 F. M., stopping at Havre defence, Perryville and Wilmington. Also stops at fill-ton and Kewark (to take passengers from Philadelphia and leave passengers from Washington or Raitimore or Washington.

Washington.

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

H. F. KENNEY, Superintendent.

FILE CEMERGER.

PENNSYLVANIA GENTRAL.

day. Polladelphia Express leaves daily. All other trains

Ally, except Sunday.

Passengers by 1:AY EXPRESS go to Williams fort without change of cars, and arrive at Lock Hayda at 10P. M. 

press, 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 abocial routrate.

value, will be at the risk of the owner, unless taken by special contract.

For further in formation, apply to
JOHN C. ALLEN. Ticket Agent, 531 Chestont street,
SAMUEL H. WALLACE: licket Agent at the Depot.
AN EMIGRANY TRAIN runs daily, except Sunday,
For full particulars as to fare and accommodations,
apply to FRANCI'S FUNK 137 DOCK treet

For full particulars as to fare and accommodations, apply to FRANCIS FUNK 137 DOCK treet FRANCIS FUNK 137 DOCK treet FRANCIS FUNK 137 DOCK treet THE SHORTEST ROUTE THE SHORTEST ROUTE THE SHORTEST ROUTE THE SHORTEST ROUTE NIAGARA FALLS

IN A SHORTEST ROUTE THE CATAWINSA RAILROAD, Connections immediate and sure, Scenery Unsurpassed. No road so free from dust, Trains leave Friliadelphis from PHILADRIPHIA AND READING RAILROAD DEPOT.

THIRTEENTH AND CALLOWHILL, at 3.15 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.

Frassengers 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.

Inder Philadelphia Bank, and opposite the Custom Rouse, and at Depot, THIRTEENTH and CALLOW-HILL streets.

In General Passenger Agent.

FALL JOHN A. WARNER for Enrilington. Sand Bristol, Leaves Philadelphia, Chestnut street wharf, at 2.P. M. Returning leaves Bristol at 7.10 A. dalusia and Beverly. Fare, 25 cents. Excursion, 49 cents.

LEGAL NOTICES. IN THE ORPHANS COURT FOR THE CITY AND COUNTY OF PHIL ADELPHIA—Estate of No. 10 County of PHIL ADELPHIA—Estate of No. 10 County of PHIL ADELPHIA—Estate of No. 10 County of the Balance in the hands of the accountant, will meet the parties interested for the purpose of his appointment, on WEDNESDAY, the seventh day of November, at four o'clock P. M., at 139 South SIXTH street, in the city of Philadelphia. OCS-thagus 5. STREET IN the city of Philadelphia.

OC3-th,s,tu-5.?

IN THE ORPHANS' CUURT FOR THE CITY
and COUNTY OF PHILADELPHIA.—Estate of E.
MANSFIRLD.—The Auditor appointed by the Court
to audit, settle and adjust the account of THOM AS H.
MANSFIELD and HENRY R. MANSFIELD, Administrators of the Estate of ELIZABETH MANSFIRLD, decessed, and to report distribution of the
balance in the hards of the accountant, will meet the
parties it erested for the purpose of his appointment
on TUESDAY, the 6th day of November, 1868, at 4
o'clock P. M., at his office, No. 619 NOSILE street, in
the City of Philadelphia. THOS. COCHRAN,
OC5-th 8 10-512

cezs-th stusts.

LETTERS TEXTAMENTARY TO THE EST ATE
of EDWARD W. HAGAMAN, deceased having
been granted to the undersigned by the Register of
Wills for the city and county of Philade pia, all persons indebted to said eatate are requested to make
payment and those having claims or demands against
the same to make them known without dala- to
EMMA M. HAGAMAN, KRECUTT, 1215 GREEN
strett, or to her attorney, HENRY E. BUSCA. 218
South FOURTH street.

CISTATE OF HENRY C. PRIESTER, Deceased.—
Lielters of Administration of above Estate, have
been granted by the Register of Wills at Philad-lobia,
to the undersigned. All persons indebted to said Esstate will make payment, and those having claims
against the same will present them without delay to
TECKLER PRIESTER, HEDFIELD TOWNSHED,
MONTGOMERY (OUNTY, PA., or her attorney,
HENRY SEHER, 1230 Girard Avenue, Phila. 06-9,648 Donath Of Catharine Weaver. Deceased NOTICE.—Letters of Administration on the Estate of Catharine Weaver, dec'd, having been granted to the undersigned, all pers us indebted to said estate are requested to make payment and those having claims against the same to make them known without delay to THOMAS FACON, 606 South NINTH Street, Administrator.

EDUCATAGA CLASSICAL INSTITUTE—DEAN STREET BE-low Locust, Duties resumed September 3d. J. W. FAIRES, D. D., ses-2ml Principal. PROF. J. MAROTEAU.
Teacher of the FRENCH LANGUAGE,
octi7-lm\* 2017 South TENTH street, No. 254.

CIANARY SEED, Twenty hye barrels Frime Consty Seed in store and for cale by WORKMAS at DR. Wo, 12 Walnut street. COPPER AND VELLOW METAL SHEATHING CONSTANTS OF THE CONSTANT OF