TELEGRAPHIC SUMMARY.

LEPLAY, the celebrated French engineer, has been made a Senator by Imperial decree.

Two incendiary fires at Vicksburg, last Sunday, caused a loss of $45,000.

A FIRE at Quincy, Ill., on Saturday, destroyed property amounting to $50,000.

GEN. ORD will report to the President before going to California.

SENATOR Oliver P. Morton, of Indiana, delivered an eloquent address last evening, before the Soldiers' and Sailors' Union, of Washington.

A LARGE meeting was held last evening at Buffalo, in behalf of the rights of naturalized citizens.

THE new Danish Chargé d'Affaires, Mr. Bille, was officially received by the Secretary of State, in that capacity, on Saturday.

COL. PARKER, of General Grant's staff, has returned from his wedding tour, and is on duty at army headquarters.

A GUN SHOP in Cork was broken into by a band of men and rifled of its contents on Sunday night. Quite a large quantity of arms and ammunition was carried off.

IN an affray at Lewiston, Maine, Saturday evening, Michael Bridgham was shot and killed by his nephew. The latter claims that he acted in self-defence.

THE *Volksblatt* newspaper, of Stockholm, advises the Swedish Government to sell the West India Island of St. Bartholomew to the United States.

GEN. GILLEM has gone to assume command of the Fourth Military District, relieving Gen. Ord, until the arrival of Gen. McDowell from the Pacific coast.

A RICHMOND despatch contradicts recent reports of preparations for a negro rising in Virginia, and says the colored population are quiet in that State.

Two hundred and sixty-three patents will be issued for the week ending January 7. During the past year 13,015 patents were issued, an increase of 3,515 over the number for 1866.

ONE of the heaviest snow storms ever known at Nashville, Tenn., commenced on Sunday night. Yesterday the snow was five inches deep on the streets, and the street cars had all stopped running.

SENOR PUJOL, of San Domingo, Secretary of the Treasury in the newly appointed Cabinet of President Cabral, is now on his way to the United States for the purpose of negotiating the sale of the Bay of Samana to the latter.

THE Postmaster-General, in view of the fact that so few of the advertised letters are delivered, has decided that from and after January 1, 1868, no payment will be made for inserting the lists, provided publishers of newspapers can be found willing to do the work without charge.

MR. H. R. DE LARUNTRIE, a clerk in the State Department, was sent to Havana, several weeks ago, to relieve Mr. Savage, and will discharge the duties of Consul temporarily, or until a Consul-General shall be duly appointed by the President, with the advice and consent of the Senate.

ADVICES from Jamaica represent that much curiosity and speculation prevailed there in regard to the visit of the Dominican Commissioner to the United States, with the object, it was supposed, of offering to sell the harbor of Samana, but nothing definite was known there of the real intentions of the Dominican Government.

MR. W. T. BALLOU, of San Francisco, under date of the 25th of November, writes to the Department of State that gold has been discovered by a party of explorers with which he is connected, at the headwaters of the Skunk and Copper rivers, in paying quantity, from both deep and river diggings.

THE Louisiana Convention has adopted seven articles of the new Constitution. They abolish slavery, and declare the privilege of free speech, the press, and the *habeas corpus*. The second article adopted on Saturday, was reconsidered, and a provision setting allegiance to the United States above that due the State, was agreed to instead.

GENERAL ORD has, for some time past, been engaged in a lengthy correspondence with General Grant, asking to be removed to a new command. General Grant taking advantage of the President's order removing General Pope, acceded to his request, thus removing him at his own wish, and not otherwise, as has been erroneously supposed.

SENOR ROMERO, in a note to the Secretary of State, dated Mexico, December 9, says: Our Congress met yesterday. In the inclosed copy of our official paper you will find the President's message and the answer from Senor Montes, the Speaker of the House. In both speeches favorable allusions were made to the United States, which I hope may be read with interest and pleasure in the North. The President urges me to return to Washington, but I have not made up my mind on the subject.

[From the Toledo Blade.]

NASBY.

Mr. Nasby Having Been sent South to Report upon the Condition of Things in the Fifth Department, Does so Report.

NEW ORLEANS, Dec 16, 1867.—*To His Excellency A. Johnson, President uv the Yoonited States:* I hev the honor to report that I arrived in this city safely, and am ez comfortable ez may be. It wuz a most disagreeable task you imposed upon me, but I cheerfully took it. It is a matter of no small moment to one uv my yeers, who hez bin drinkin one brand uv whisky for yeers, to shift sudden and take his chances along the road, and railrode travelin ain't safe, but to serve you wat woodent I undergo? By the way, coodent the salery uv my P. O. be raised? On my way down I saw nothin uv a pekoolyerly alarmin nacher. I trembled for the Republic somewat at one pint in Tennessee, when I saw a nigger enter the car in wich I set and pull out a noospaper and go to reedin, but I calmed myself. When we hev a Dimokratic President, and a Dimokratic Congris, a reorganizashen uv the Court kin be had, and the laws under wich sich things is permitted kin be desided unconstooshnel, and these people be agin redoost to their normal speer. One uv em, a woman, hed the impudence to set in front uv me for ten miles.

I found Noo Orleens in a tremer uv joy. The principle biznis uv the citizens is agoin about the streets clappin their hands and hollerin "Hallelujer!" The order of the grate and good Hancock hed restored confidence in the buzzums uv our friends, and consternation in the breasts of our enemies. Juries, thank God, are no more polluted with niggers onto em. They are now drawd from the old citizens, many uv which served under Boregard in the late onpleasantnis. Biznis, therefore, in the Courts goes on without delay. Ez a sample uv how much biznis is facilitated, I may menshun that in one Court there wuz forty-four cases in wich niggers wuz plaintiffs, and forty-five in wich niggers wuz defendants. The tryin uv all these cases wuz accomplished in three hours and nineteen minits; the verdicks in the forty-four fust cases bein invariably for the defendants, and in the forty-five other cases for the plaintiffs. Uv the time specified, two hours and twenty-three minits wuz consumed by the niggers in payin the costs. Its a singlar thing how wrong the niggers alluz are.

In addition to this boon, the citizens of Looisiana hev, I am happy to state, got back their *habis corpusses*. Gen. Hancock, with a courage wich I can't too highly commend, ashoored the people that so long ez he hed power here they shood never be again deprived uv em.

In Texas affairs is goin on ez well ez cood be expected. The General's order for holdin the elecshen gives general satisfacshen to our frends. The elecshens are to be held only at county seets, wich, owin to the size uv the counties, will probably prevent a great many uv the niggers from attendin. Then wher a judge of elecshen can't sit, the civil authorities appint another in his sted, insted uv the Military commander, wich our friends think will give us a majority uv the elecshen boards, and finally, that which partikelerly binds Gen. Hancock to us is that part uv his order wich prohibits the military from bein at the polls. It is eggstremely probable that the Ethiopeans uv Amerikin descent will be very generally perswaded not to vote at all. The citizens uv Texas hev a way uv persuadin the niggers, when they ain't unconstooshnally interfered with, that will, I think, enshoor the triumph uv correct principles in that State. A native Texan, a gentleman who is now in Noo Orleens a purchasin catridges for 7-inch revolvers to be yoozed in reconstructin the State, gave me sich informashen ez percluded the necessity uv my goin personally to inspect. The landowners uv Texas, with an ardent desire to avoid distress in the State next winter, both for themselves and the colored populashen, hev wisely determined that the niggers shel work whether or no, and in sich a way ez to make their work profitable. They hev desided to form labor leagues, the objeck uv which is to extract from the nigger the labor that is layin dormant into him, at about $12 per month. They hev mutoolly pledged themselves to pay no more than $12 per month for the able-bodied niggers doorin the workin season, deductin board and so forth for their families; and further, that no one will employ a nigger from another naborhood onless he kin show permishen from his last employer. They hev other rools for the proper regelashun uv this perverse people wich is hardly worth menshunin, but probably it wood be as well. One is, that ef the wages is more than eat up by the family expenses the nigger shel work it out next season, and that the supplies upon wich they live, shel be furnished by the employer upon sich terms ez a committee uv employers in each districk shel agree.

To prevent mismanagement uv the soil by these undeveloped intellecks and to enshoor their acceptance uv these laws, it is also a part uv the league that no land be leased or sold to any one uv Afrikin blood, and that ez much of the wages ez the employer considers proper, be retained in his hands.

They accept the situashen and acknowledge the bindin force uv emancipashen, but they must regulate labor themselves. It is thot that by livin faithfully to these regulashens cheep cotton kin be agin predoost in Texas. Ef the Legislater elected is ez we hope it will be, this code will be made a law, and thank the Lord emancipashen wont mean nothin in Texas cept a change uv name.

I wood suggest that yoo, to wunst, take the last order uv General Hancock's and make it the subjeck uv a message to Congris. Detale in full the General's talk here, and add to it ez only yoo kin. Tell Congris that the Genral is agoin to make the LAW the rool uv his conduck, and that he perposes to uphold the courts and civil authorities, and will only yoose his military to these ends. Sling in here suthin to the effect that Amerikin liberty (wich, in this county, is a pekoolyer variety uv the artikle) is still an inheritance uv the white people, and shel alluz be. Tell em that when a *soljer* hez onlimited power in his hands, and refooses to yoose it for the purpose of gratifyin selfish ambishun, he presents a hefty sample uv virtoo, under difficulties. It would be well, at this pint, to compare Hancock with Washinton, makin the difference atween em merely nominal. Say that there may be officers in the army besides Hancock who imitates Washington, but yoo hevnt sot eyes onto em ez yit. Assert that Hancock is the fust officer in command, sence the close uv the late onpleasantnis, who hez given utterance to sich sentimence in his orders, and demand that Congris shell vote him a gold medal. I sejest that this be done te-wunst, for reasons wich are obvus. We desire Gen. Hancock to continue in well-doin, but ez that well-doin in our behalf might lead to his nominashen for the Presidency, it is well enuff to kill him off in that direckshen, so soon as he is committed. Hence write. Don't let Seward diloot it, or Randall pollyfox it. Put out my naked idees clothed in yoor terse and vigrous language, and you will hev done a good thing.

I repeated them to the leading officers uv the "Lost Coz Club," and the ijee wuz rapcherously received. One member sejested that it wuzn't best, ez reely the thing wuz too absurd. But he voted aye on the proposishen, compromisin with himself by sayin that ef it wuz receeved, ez he 'sposed it wood be, it wuz easy enuff to swear that His Eggslency wuz drunk when he wrote it, wich wooden't hurt him with his party at all.

Another, who is trooly a friend uv yoors, objected, on the score that sich high settin up wood give Hancock the nominashen, but he wuz laft to skorn. "Wat," sed an old grayheeded member, "hez A. Johnson ever commended that he ain't killed?"

It wuz yoonanimously resolved that yoo do it. In more heart than I hev bin for months, I subscribe myself

PETROLEUM V. NASBY, P. M.,
(Wich is Postmaster.)

Extraordinary Performances by Seven Arabs in Paris.

[From the Pall Mall Gazette, December 9.]

Among the numerous attractions which were offered to the visitor at Paris during the exhibition period was the marvellous performance of Les Convulsionnaires, seven Arabs of the tribe of Aissa-Houha, and natives of Algiers. According to the advertisements, these men are thrown into ecstatic convulsions by the charms and incantations of a priest and musician, under the influence of which they eat prickly cactus leaves, glass, stones, and nails, "bear with great gusto and delight" red-hot shovels upon their tongues, balance themselves on naked swords, put lighted torches into their mouths, and bite off the heads and tails of live serpents. Having achieved these feats of gastronomy daily with horrible success during four months in Paris, these singular savages have been brought over to England, and are now at the Westbourne Music Hall. On Friday evening they performed before a mixed audience; but on Saturday afternoon there was "a special and extraordinary performance for gentlemen only." This advertisement was apparently an attractive one, for the hall was completely filled, and the audience in a state of expectant delight, evidently supposing that something improper was to be placed before them, having enjoyed which they would doubtless have hissed vigorously, and gone off filled with virtuous indignation, after the manner of Anglo-Saxons on such occasions. To prevent further disappointment, however, we will state that the performance contains nothing with which the law could interfere. At times the convulsionnaires showed a wild disregard for clothes, and reminded one forcibly of the officials of the Turkish bath, but we presume that this feature in the entertainment is suppressed when ladies are present. We must warn our readers, however, that the spectacle afforded by the Arabs must be a trying one for persons of a nervous organization, and may best be described as combining the peculiarities of the operating theatre and of the madhouse.

Seven men appear on the platform and march round in a circle, five of them beating tambourines the size of large sieves. They sing a slow monotonous chant, and sit down cross-legged; then the song becomes quicker and louder; the tambourines are beaten and kicked furiously and shaken in the air; a yell is given at intervals; and suddenly a man springs up as if beside himself with excitement, tears off his fez cap, lets down his hair, which is as long and silky as a woman's, and dances savagely, frequently displaying a pair of very dirty soles, but without those remarkable contortions which some of the Africans exhibit. Having worked himself up to the necessary pitch of excitement, he eats some cactus leaves, stands upon the blade of a sword (not so sharp as Arab swords usually are), and allows a snake (which is of course innocuous) to hang from his tongue. He did not bite off the head and tail, as the supply of reptiles is getting rather low, so we escaped that portion of the entertainment. The music went on all this while, and the Arab having finished his task, made his salaam first to the musicians and next to the audience, retired for a few moments, but soon returned and took his place at the tambourine, which was vacated by the next performer.

We shall not enter into a minute description, which would scarcely prove agreeable to the generality of our readers. It will be sufficient to mention that one man swallows a couple of large nails, and throws a number of small stones down his throat like bon-bons; another has a rope tied round his waist, below the ribs, and is hauled at vigorously by seven or eight men on each side; cries of "enough," soon putting an end to this pastime, which had a very cruel appearance; another, while holding a kind of skewer with a round wooden handle, gives it a rotary motion, throws it with marvelous dexterity into his eye, just above the orbit, and, working it in, forces the eye out of its socket. We satisfied ourselves by inspection afterwards that the eye is a real one, and that the pupil contracts in the natural manner. Lastly, a gigantic negro, the only colored gentleman of the party, sprang up, and uttering roars like those of a wild beast, lighted a large piece of paper, put it all flaming down his throat, passed it around his chin and cheeks, as if delighting in the heat, and then, the gas being turned down, placed a hot coal in the back of his mouth, and retained it there several minutes, so that two of the spectators lighted their cigars from it. The coal having at length become extinguished, he swallowed it with an expression of disgust. Here the performance ended, and the audience, we imagine, were not very sorry for it.

This entertainment is simply filthy and repulsive to the ordinary spectator, but it offers more than one interesting problem to the student of anthropology. Making allowance for a good deal of pretence and trickery in the performance of the feats, a good deal may be explained by natural causes. For instance, the cuticle of the African is by nature of a horny character; we have frequently enough seen negroes take up in their fingers red-hot coals to light their pipes from, without apparently suffering any pain. Such being the normal condition of the skin, it might be prepared into a kind of hide which shall resist not only the fire but the sword. Whether the skin inside the mouth possesses any peculiarity in the African we shall not pretend to say. Again, Nott and Gliddon, in that politico-ethnological work, the "Types of Mankind," advocate the theory that each human type resembles in character and personal appearance the other animals which inhabit its peculiar region. Thus the Esquimaux resembles the white bear, the Mongol resembles the wolf, and the negro resembles the ape—which justifies slavery. We have no doubt that these ingenious Southerners would point to the long-necked Arab who digests stone, glass and nails with an ostrich-like facility as an additional proof that their fantastic theory is the correct one. But as to the gouging business we must confess that we can offer no explanation, even of the most unreasonable kind, and we hope that some oculist will deign to give his attention to the mystery.

FURNITURE, &c.

AVISO. MUEBLES FINOS EN ESCIBICION, COLOCADOS En Serie de Cuartos COMO Salas de recibimiento Y CUARTOS DE CAMARA. GEO. J. HENKELS, LACY & CO., EBANISTAS, THIRTEENTH AND CHESTNUT. se25-tfrp§

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Broadway, N. Y., April 7, 1866.—"At corner of Barclay street, after floor burnt through, the safe fell from second story to cellar; taken out of burning ruin second day after." WM. A. DROWN & CO.

Newbern, N. C., Sept. 24, 1866.—Three of Marvin's safes in this fire. "An entire row of large buildings consumed, causing as intense a fire as can be conceived." DISOSWAY, GUION & CO., Bankers. JNO. DILWORTH & CO., L. BAER.

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New York., Dec. 31st, 1863, owned by G. W. White & Co.

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New York., Sept. 15, 1867, owned by R. P. Buck & Co. Burglars were at work from Saturday night till Sunday P. M., and then had no prospect of getting in; were frightened off. Loss $94,500 in the safe.

We invite the attention of all interested, and would CAUTION The public to learn all the facts in regard to the Fire Proof qualities of our Safe before purchasing. We shall be glad to impart our share of the information.

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1867. 1867. EYRE & LANDELL, Fourth and Arch. HAVE REDUCED SOME FINE GOODS FOR CHRISTMAS PRESENTS. Expensive Shawls. Cashmere Robes. De Laines and Chintzes. Low Prices during the Holidays. de8-m w tf

AMUSEMENTS.

NEW CHESTNUT STREET THEATRE. EVERY EVENING DURING THE WEEK, AND NEW YEAR'S AFTERNOON, Will be presented the beautiful, glittering, magical, eye-delighting CENDRILLON, Founded on the Fairy Story of CINDERELLA; OR, THE LITTLE GLASS SLIPPER. GALLETTI, FENNOYER, AND CARDELLA IN CHANGE OF DANCES. CHANGE OF BALLET. NEW SCENERY AND COSTUMES. A BALLET OF 75 YOUNG LADIES. The whole to conclude with A MAGNIFICENT TRANSFORMATION SCENE, THE MOST BEAUTIFUL FAIRY DREAM Ever realized on the stage. SATURDAY—FAMILY MATINEE.

WALNUT STREET THEATRE, N. E. CORNER OF NINTH and WALNUT streets. Begins at ½ past 7. THIS (TUESDAY) EVENING, Dec. 31, 1867, EIGHTH NIGHT of the charming young Artiste, LUCILLE WESTERN, When she will appear as LADY ISABEL AND MADAME VINE, in C. W. Tayloure's Great Moral Drama of EAST LYNNE; OR, THE ELOPEMENT. No play of the present day enjoys the popularity of "East Lynne," it being not only a thrilling Emotional Drama, but an undoubted CORRECT PICTURE OF SOCIETY. GRAND PERFORMANCE ON NEW YEAR'S AFTERNOON, AT 2 O'CLOCK.

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ASSEMBLY BUILDING.—LARGE SALOON. FAREWELL SEASON. SIGNOR BLITZ. Also, every Afternoon and Evening during the Holidays. Afternoon, 3; and Evening, at 7½. BOBBY, BIRDS, SPHINX AND MINSTRELS. First appearance of the CELEBRATED ROPE DANCE. The greatest invention of the age. Come one and all to see the CURIOSITIES. Children, take your parents, and parents, take your children. Admission 25 cents. Children 15 cents. Reserved seats 50 cents. de23-tf

NEW ELEVENTH STREET OPERA HOUSE, ELEVENTH street, above CHESTNUT. THE FAMILY RESORT. CARNCROSS & DIXEY'S MINSTRELS, THE GREAT STAR TROUPE OF THE WORLD. HAPPY NEW YEAR. Second week of the Great Holiday Pantomime, entitled THE MAGIC PEARL. NOTICE. MAGIC PEARL MATINEE, On NEW YEAR'S DAY, at 2 o'clock.

CARL SENTZ'S ORCHESTRA MATINEES, EVERY THURSDAY AFTERNOON, At 3½ o'clock. IN HORTICULTURAL HALL. Violinist—WM. STOLL, Jr.—Jupiter Symphony. Package of Four Tickets for One Dollar. Single Tickets, 50 cents. To be had at Boner & Co.'s, 1102 Chestnut street, and at the door. o c29 tf

CONCERT HALL. ONLY THREE NIGHTS MORE. MONDAY, TUESDAY AND WEDNESDAY. Dec. 30, 31 and Jan. 1. MORRIS BROTHERS MINSTRELS. Introducing an entire change of Programme. Admission, 25 cents; reserved seats, 50 cts. de30 3t§

LAST WEEK OF THE BUNYAN TABLEAUX. National Hall, Market street, above Twelfth. Matinee every afternoon, at 3 o'clock. Exhibition every night, excepting Wednesday night, at 7¾ o'clock. Closing positively January 4. Admission, 30 cents. Four tickets for $1. Children, 15 cents. de24 7t

FOX'S AMERICAN VARIETY THEATRE. EVERY EVENING and SATURDAY AFTERNOON. GREAT COMBINATION TROUPE. In Grand Ballets, Ethiopian Burlesques, Songs, Dances, Gymnast Acts, Pantomimes, &c.

GERMANIA ORCHESTRA.—PUBLIC REHEARSALS at the MUSICAL FUND HALL every SATURDAY at 3½ P. M. Tickets sold at the Door and at all principal Music Stores. Engagements can be made by addressing G. BASTERT, 1231 Monterey street, or at R. WITTIG'S Music Store, 1021 Chestnut street.

PENNSYLVANIA ACADEMY OF FINE ARTS, CHESTNUT, above TENTH. Open from 9 A. M. to 6 P. M. Benjamin West's great picture of CHRIST REJECTED still on exhibition.

HASSLER'S MONDAY AFTERNOON CONCERTS at Concert Hall, every Monday, from 2½ till 5 o'clock. Single admission, 50 cents. Package, four Tickets, $1 00. "Coupon" of thirty Tickets, $5 00. oc25-tf

INSTITUTION FOR THE BLIND, TWENTIETH AND Race streets.—Exhibition every WEDNESDAY at 3½ P. M. Admission, 10 cents.

A MERICAN CONSERVATORY OF MUSIC.—SEE ADvertisement under head of "Musical." de30 4t

SPECIAL NOTICES.

PHILADELPHIA AND READING RAILROAD COMPANY, OFFICE 227 SOUTH FOURTH ST. PHILADELPHIA, December 24th, 1867. DIVIDEND NOTICE. The Transfer Books of this Company will be closed on Tuesday, 31st inst., and be reopened on Tuesday, January 14th, 1868. A Dividend of Five per Cent. has been declared on the Preferred and Common Stock, clear of National and State taxes, payable in Stock, on and after the 20th of January next, to the holders thereof, as they shall stand registered on the books of the Company, on the 31st inst. All payable at this Office. All orders for Dividends must be witnessed and stamped. de26-lm§

OFFICE ENTERPRISE RAILROAD COMPANY. PHILADELPHIA, Dec. 10, 1867. Notice is hereby given that an instalment of Five Dollars upon each share of stock of the Company not full paid has been called, and that the same is due and payable at the office of the Company, No. 407 Library street, on or before THURSDAY, the second day of January, 1868. By order of the Directors. P. C. HOLLIS, Treasurer. de18-12t§

OFFICE CENTRAL PACIFIC RAILROAD COMPANY, NO. 54 WILLIAM STREET, NEW YORK. The Coupons of the First Mortgage Bonds of the Central Pacific Railroad Company, due January 1, 1868, will be paid in full, in gold coin, on and after that date, at the Banking House of FISK & HATCH, Bankers and Financial Agents of the C. P. R. R. Co. C. P. HUNTINGTON, Vice President. Above Coupons bought by BOWEN & FOX, Special Agents, No. 13 Merchants' Exchange. de17dtoja2§

OFFICE OF THE NORTH PENNSYLVANIA Railroad Company, PHILADELPHIA, December 21, 1867. The Annual Meeting of the Stockholders of the NORTH PENNSYLVANIA RAILROAD COMPANY will be held at the office of the Company, on MONDAY, January 13th, 1868, at 12 o'clock M., at which time and place an election will be held for a President and Ten Directors, to serve for the ensuing year. EDWARD ARMSTRONG, Secretary. de23tja13§

NOTICE. OFFICE PHILADELPHIA AND TRENTON RAILROAD COMPANY. PHILADELPHIA, December 24th, 1867. The annual meeting of the Stockholders will be held at the Company's Office, No. 224 South Delaware avenue, on MONDAY, the 13th January, 1868, at 1 o'clock P. M., at which time an election for Twelve Directors to serve for the ensuing year will take place. J. MORRALL, Secretary. de24 tja13§

AMERICAN LIFE INSURANCE AND TRUST COMPANY, WALNUT STREET, SOUTHEAST CORNER OF FOURTH. PHILADELPHIA, December 23, 1867. NOTICE.—The annual meeting of the Stockholders of this Company, for the election of thirteen Trustees to serve for the ensuing year, will be held at the Office, on MONDAY, January 6th, 1868, between 10 A. M. and 12 o'clock, noon. JOHN S. WILSON, Secretary. de24-10t§

INSURANCE COMPANY OF THE STATE OF PENNSYLVANIA. PHILADELPHIA, Dec. 30, 1867. An Election for thirteen Directors of the Company will be held at the office of the Company, Nos. 4 and 5 Exchange Building, On MONDAY, January 13th, 1868, between the hours of 10 o'clock A. M. and 1 o'clock P. M. WILLIAM HARPER, Secretary. de30-12t§

THE ANNUAL MEETING OF THE CONtributors to the House of Refuge will be held on WEDNESDAY, the 8th of January, at 4 o'clock, P. M., at No. 10 North Tenth street, above Arch. The Annual Report of the Board of Managers will be submitted, and an election will be held for Officers and Managers to serve for the ensuing year. JOHN BIDDLE, Secretary. PHILADELPHIA, Dec. 1867. de30-3t§

CHESTER VALLEY RAILROAD COMPANY.—The annual meeting of the Stockholders of the Chester Valley Railroad Company will be held in Room No. 18, Merchants' Exchange, Philadelphia, on MONDAY, the 13th day of January, A. D. 1868, at 12½ o'clock P. M. On the same day and same place, between the hours of 1 and 2 P. M., an election will be held for a President and seven Directors to serve for the ensuing year. WM. H. HOLSTEIN, Secretary. de17 tu f t ja13§

SUSQUEHANNA CANAL COMPANY, OFFICE—417 WALNUT STREET. PHILADELPHIA, Dec. 14, 1867. The coupons, for interest on the Common Bonds of this Company, falling due on the first of January, 1868, will be paid on presentation at the FIRST NATIONAL BANK, of Philadelphia, on and after the first proximo. ROBERT D. BROWN, Treasurer. de16 ja1§

PHILADELPHIA AND READING RAILROAD COMPANY, OFFICE, 227 SOUTH FOURTH ST. PHILADELPHIA, Dec. 16, 1867. Notice is hereby given to the Stockholders of this Company that the annual meeting and an election for President, six Managers, Treasurer and Secretary, will take place on the SECOND MONDAY, 13th of January next, at 12 M. WM. H. WEBB, Secretary. de18-tja13§

OFFICE MINE HILL AND SCHUYLKILL HAVEN RAILROAD COMPANY. PHILADELPHIA, Twelfth Month 18th, 1867. The Annual Meeting of the Stockholders of this Company will be held at their Office, No. 15 South Seventh street, on Second Day ("Monday") the 13th of First Month (January), 1868, at 12 A. M., at which time an election for officers to serve the ensuing year will be held. WILLIAM BIDDLE, Secretary. de20 2taw3w§

TREASURER'S OFFICE—CAMDEN AND ATLANTIC RAILROAD COMPANY. The coupons on the first mortgage bonds of this Company, falling due January 1st, 1868, will be paid on presentation at the Company's office, Cooper's Point, Camden, N. J., on and after the 2d proximo. H. WHITEMAN, Treasurer. Dec. 23, 1867. de26-6t§

FARMERS' AND MECHANICS' NATIONAL BANK. PHILADELPHIA, December 6, 1867. The Annual Election for Directors of this Bank will be held at the Banking House, on WEDNESDAY, the 8th day of January next, between the hours of 10 o'clock A. M. and 2 o'clock P. M. W. RUSHTON, Jr., Cashier. de6-ja8§

CAMBRIA IRON COMPANY.—THE ANNUAL meeting of Stockholders of the Cambria Iron Company will be held at their Office, No. 400 Chestnut street, Philadelphia, on TUESDAY, the 21st day of January next, at 4 o'clock, P. M., when an election will be held for seven Directors to serve for the ensuing year. JOHN T. KILLE, Secretary. PHILADELPHIA, Dec. 18, 1867. de21-24t*

OFFICE OF THE PHŒNIX INSURANCE COMPANY OF PHILADELPHIA. DECEMBER 27th, 1867. The Annual Election for Five Directors, to serve for three years, will be held on MONDAY, January 6th, 1868, at 11 o'clock, at the office of the Company, No. 224 Walnut street. SAMUEL WILCOX, Secretary. de27-8t§

OFFICE OF THE DELAWARE MUTUAL SAFETY INSURANCE COMPANY. PHILADELPHIA, December 20th, 1867. The annual election for twenty-eight Directors will be held at this Office, on MONDAY, the sixth day of January next, between the hours of 10 A. M. and 2 P. M. HENRY LYLBURN, Secretary. de20 ja6§

OFFICE ANTHRACITE INSURANCE COMPANY, No. 311 WALNUT Street. PHILADELPHIA, Dec. 30th, 1867. The Annual Election for Ten Directors will be held at this Office on MONDAY, the 6th day of January next, between the hours of 10 and 12 A. M. WM. M. SMITH, Secretary. de30-6t§

MARYLAND KAOLIN CO. OF BALTIMORE and Cecil Counties.—A meeting of the stockholders will be held at their office, No. 7 North Calvert street, Baltimore, on MONDAY, 20th inst., at 3 o'clock P. M. By order of the Board of Directors. WM. HANNA, Secretary. BALTIMORE, Dec. 19th, 1867. de19-11t*

THE ANNUAL MEETING OF THE STOCKholders of the "Triton Oil Company of Ohio" will be held at the office of the Company, 213 Market street, on MONDAY, January 6, 1868, at 10 o'clock A. M. Election of Directors. A. G. OELLERS, Secretary. de28-3t*

NORTH PENNSYLVANIA RAILROAD COMPANY, No. 407 Walnut street. The Coupons of the Bonds of the Company, due Jan. 1st, 1868, will be paid on and after the 2d proximo. WILLIAM WISTER, Treasurer. de31ja3§

THE ANNUAL MEETING OF THE STOCK holders of the Oil Run Petroleum Company will be held on THURSDAY, January 2, at 12 o'clock, at Room No. 20, Penn Building, 430 Walnut street. E. B. SCHNIDER, Secretary pro tem. de21-10t*

ANNUAL MEETING OF STOCKHOLDERS OF Lick Run and Sugar Creek Oil Company will be held January 1st, 1868, at 12 o'clock M., to elect officers, &c., at Room 3, Ledger Building, 114 South Sixth street. CHAS. DAVIS, Sec'y. de18-10t§

THE PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD COMPANY. PHILADELPHIA, December 28th, 1867. The annual meeting of the Stockholders of the Philadelphia and Baltimore Central Railroad Company will be held on MONDAY, January 13th, 1868, in the Hall of the borough of Oxford, Chester county, Pa., between the hours of 12 M. and 3 P. M., for the purpose of electing a President and twelve Directors and for such other business as may legally come before the meeting. JOSEPH HUDDELL, Secretary. de 28-th,s,tja13§

UNIVERSITY OF PENNSYLVANIA (FACULTY OF ARTS). The Second Term of the College year will open on THURSDAY, January 2d, at 10 o'clock A. M. Candidates for admission (for the "Full," "Partial" or "Scientific" Courses) will be examined at half-past ten. Fees, thirty-five dollars a term, payable in advance. Circulars containing particulars in regard to the Elective Course of Studies lately adopted, can be had of the Janitor. FRANCIS A. JACKSON, Secretary. de30 3t§

NATIONAL BANK OF THE NORTHERN Liberties. PHILADELPHIA, Dec. 7, 1867. The Annual Election for Directors of this Bank will be held at the Banking House on WEDNESDAY, the 8th day of January next, between the hours of 10 o'clock A. M. and 3 o'clock P. M. W. GUMMERE, Cashier. de7-s a tu th t ja8§

THE COMMERCIAL NATIONAL BANK OF PENNSYLVANIA. PHILADELPHIA, December 7, 1867. The annual election for Directors of this Bank will be held at the Banking House, on WEDNESDAY, January 8th, 1868, between the hours of 10 A. M. and 2 P. M. S. C. PALMER, Cashier. de7 s tu th tja8§

FOURTH NATIONAL BANK OF PHILADELPHIA, 723 ARCH street. PHILADELPHIA, December 7th, 1867. The annual election for Directors will be held at the Banking-House, on TUESDAY, January 14th, 1868, between the hours of 11 A. M. and 2 o'clock P. M. SAMUEL J. MACMULLAN, Cashier. de19-th,s,tu,tja14§

DIVIDEND NOTICE.—OCEAN OIL COMPANY. A Monthly Dividend of Two Per Cent. (being twenty cents per share) has been declared payable on and after January 2d, next, clear of taxes. Books close Dec. 26, at 3 P. M.; open Jan. 3d. DAVID BOYD, Jr., Treasurer. December 23, 1867. de24 26 28 31 ja2-5t§

NOTICE.—THE ANNUAL MEETING OF THE STOCKHOLDERS OF THE PHILADELPHIA SILVER MINING COMPANY OF NEVADA, will be held at the office of the Company, No. 236 South Third street, in the city of Philadelphia, on TUESDAY, the 14th day of January, 1868, at 2 o'clock P. M. CHARLES H. TAYLOR, Secretary. de26 16t

PENN MUTUAL LIFE INSURANCE COMPANY, Office No. 921 Chestnut street, Philadelphia. ELECTION.—An election for nine Trustees, to serve for three years, will be held at the office of the Company, on MONDAY, the 6th day of January, 1868. Polls open from 10 A. M. to 12 M. H. S. STEPHENS, Secretary. de24-tu,th,s 6t§

COMMONWEALTH NATIONAL BANK. PHILADELPHIA, December 14, 1867. The Annual Election for Directors will be held at the Banking House on TUESDAY, the 14th day of January, 1868, between the hours of 10 o'clock A. M. and 2 o'clock P. M. H. C. YOUNG, Cashier. de14-s,tu,th,tja14

NATIONAL EXCHANGE BANK. PHILADELPHIA, Dec. 10, 1867. The Annual Election for Directors will be held at the Banking-house on TUESDAY, the 14th of January next, between the hours of 10 A. M. and 2 P. M. J. W. GILBOUGH, Cashier. de10-th,tu,s,to ja14§

THE ANNUAL MEETING OF THE STOCKholders of the Atlantic Petroleum Storage Company will be held at the office of the Company, No. 115 Walnut street, on MONDAY, January 13, 1868, at 3 o'clock P. M. ELIHU ROBERTS, Secretary. de30-10t*

LADIES' TRIMMINGS.

SPECIAL NOTICE.— FALL AND WINTER FASHIONS FOR 1867. Mrs. M. A. BINDER, 1031 CHESTNUT STREET. Importer of Ladies' Dress and Cloak Trimmings in Fringes, Satin Trimmings, Tassels, Gimps, Braids, Ribbons, Guipure and Cluny Laces, Crape Trimmings, Fancy Jet Collars and Belts. Fast Edge Velvets, in choice shades. —ALSO— Black Velvets, all widths, at low prices. Parisian Dress and Cloak Making in all its Departments. Dresses made on 24 hours notice. Wedding and Traveling outfits made to order in the most elegant manner and at such rates as cannot fail to please. Suits of mourning at shortest notice. Elegant Trimmed Paper Patterns for Ladies' and Children's Dresses. Sets of Patterns for Merchants and Dressmakers now ready. Patterns sent by mail or express to all parts of the Union. Mrs. Hutton's and Madame Demorest's charts for sale, and system of Dress Cutting taught. se24-tf

WANTS.

A YOUNG GERMAN, TWENTY-FOUR YEARS OF age, of the highest respectability, speaking and writing fluently French and English, and having had several years experience in a European counting-room, is open for an engagement at a moderate salary; is willing to make himself generally useful. Address "M. W." at this office. de30-3t*

SLATE MANTELS.

SLATE MANTELS AND OTHER SLATE WORK. MARBLEIZED SLATE MANTELS are superior in appearance; half the price of marble; best and cheapest in the United States. Factory and Salesroom SIXTEENTH and CALLOWHILL streets. JOHN W. WILSON. de11 w s m-lm§

REMOVAL. W. A. ARNOLD Has removed his Depot for the sale of FURNACES RANGES, GRATES, SLATE MANTLES, &c., from No. 1010 CHESTNUT Street to 1305 CHESTNUT STREET. jy1am w ly

CROWN BRAND LAYER RAISINS—WHOLE halves and quarter boxes of this splendid fruit, landing and for sale by JOS. B. BUSSIER & CO. 108 South Delaware avenue.

THE FINANCES.

Our Early System of Financiering—Letter from Hon. John C. Hamilton.

The Washington *Chronicle* publishes correspondence between Hon. William Lawrence, of Ohio, and Hon. John C. Hamilton, of New York, a descendant of Alexander Hamilton, the first Secretary of the Treasury, in which Mr. Lawrence requested Mr. Hamilton to give his views on the question how far the early financial policy of our Government is applicable to our existing condition, and Mr. Hamilton, in reply, after expressing his belief that it is fully applicable to it, gives a brief account of that system. Mr. Hamilton says:

"Having presented a plan for funding the debt, and a revenue system, the first Secretary of the Treasury, Alexander Hamilton, proposed an inviolable sinking fund. 'He ardently wishes,' he stated, 'to see it incorporated as a fundamental maxim in the system of public credit of the United States—that the creation of debt should always be accompanied with the means of extinguishment.' This he regards as the true secret of rendering public credit immortal, and he presumes it is difficult to conceive a situation in which there may not be an adherence to the maxim. At least, he feels unfeigned solicitude that this may be attempted by the United States, and that they may commence their measures for the establishment of public credit with the observance of it.' 'The means of extinguishment here adverted to were twofold: 1. The establishing, at the time of contracting a debt, funds for the reimbursement of the principal, as well as for the payment of interest within a determined period. 2. The making it a part of the contract that the fund so established shall be inviolably applied to its object.' This suggestion was adopted, and a sinking fund was established on a plan which, rendering it inviolable, preserved it from the failure which attended that of Great Britain, and fulfilled all that it promised. * * * Never in the history of nations was a more triumphant result of a sagacious policy faithfully adhered to, by two great adverse parties, and, what is more important as an example, never was there such a triumph of a sacred observance of public faith. Wherefore ought not this rich example to be followed and adhered to? It is a matter of simple calculation to show that the application annually of a trifle more than one per cent. of the whole present debt—that is, $25,000,000—will extinguish this debt in thirty-three years. So the able financier, whose success in sustaining our Government during its recent contest for its existence cannot be too highly appreciated, knew and more than once proposed. * * * It was to have been hoped, indeed expected, that when the recent rebellion was crushed this great measure of a systematic, assured reduction, would have been permanently established. It was not done; but the dangerous policy was adopted, not as merely temporary, but as a settled plan, of accumulating successive sums in the Treasury to discharge at will portions of the principal of the debt; and, as necessary to this purpose, of retaining an amount of taxation most injurious to the interests of the country, and most oppressive in its various burdens."

The Private Claims Against the Russian Government.

The Washington correspondent of the Cincinnati *Gazette* gives a letter from Secretary Seward to Minister Clay, reviewing the facts in relation to the claim of Benjamin W. Perkins against the Russian Government for half a million dollars for two alleged breaches of contract, one having been made by Mr. Stoeckl, the Russian Minister, in June, 1855, for a quantity of powder, and the other by Captain Lilienfeldt, Jan. 12, 1856, for 35,000 stands of arms. Mr. Seward's letter is in reply to a communication from Mr. Tolstoy, Russian adjunct Minister of Foreign Affairs, to Hon. John Appleton, Mr. Clay's predecessor, who had requested a hearing of the claims. The grounds assumed by Mr. Folstoy were not deemed conclusive by our Government. In regard to the powder contract, he objected that there was no formal written contract, while, in such a case, verbal contracts are as valid as written ones, the only difference being as to the mode of proof. Indeed, Perkins did write and sign the terms by which he was to be bound, and delivered them to Mr. Stoeckl, at his request, as shown by the proof; and the agreement thus made and signed by one party could not well be held by the other to be treated as valid or void at convenience. Secretary Seward then sums up the proofs filed by Mr. Perkins to show that a contract was made for as much as 150 tons of powder, and says that until successfully met by counter proof or the impeachment of the witnesses, it is deemed sufficient to prove, according to the commercial laws of the United States, that the contract was made.

The contract for arms Mr. Tolstoy claims was settled in the courts of New York by the acceptance of $200 by Mr. Perkins, at his own suggestion, from Mr. Lilienfeldt; but in this he must have been misinformed, both as to the law and to the facts. When a contract is made by any person in behalf of his Government he is not responsible upon it if he discloses his official relation, and a suit against him, whatever its termination, would not destroy the right at the other party to demand satisfaction of the Government. And in this case it appears conclusively that the sum of $200 was accepted only so far as Lilienfeldt was personally concerned, and not to discharge the claim against the Russian Government.

Besides, it appears that the contract for the arms was not sought by Perkins, but was pressed upon him by Lilienfeldt, acting in the name of the Russian Government, and the action against him was brought after he had failed to comply with his contract, and having made a similar contract with Samuel Colt for a part of the same lot of arms, was about to depart from the country, leaving Perkins to get clear of his various agreements for the purchase and alteration of arms as best he could, at the same time studiously avoiding an interview with Perkins. After the suit was instituted Lilienfeldt was found with great difficulty, and when he at length appeared in Court he moved for heavy bonds for costs, which Perkins was unable to give. Continuing to press this motion for costs and contingent expenses, Perkins finally, at the suggestion of his counsel, accepted the offer of $200, he being unable to proceed for the want of means, and because, as Lilienfeldt was an agent, no judgment could be obtained against him personally. The Russian Government was not a party to that suit; its sovereignty was in nowise impleaded. Such being the case, it is difficult to see how it can claim the benefit of a discharge, by virtue of a proceeding in which it would not have been bound. If the Russian Government had permitted its name to appear as a defendant in the suit, and tendered Perkins the opportunity of a fair trial on the merits of the case, the result claimed by Mr. Tolstoy would readily be conceded.

The Secretary concludes that in view of these facts, and in consideration of the principles of municipal and international law and comity stated, this Government is of opinion that Mr. Perkins is entitled to a full and fair hearing of the merits of his demand on the Imperial Government of Russia; which, it is not doubted, will be conceded, in such mode as may best comport with that exalted dignity and high sense of justice for which it is distinguished among nations. The letter was written in 1861, soon after Mr. Clay reached St. Petersburg.

INSURANCE.

GLOBE MUTUAL LIFE INSURANCE COMPANY, NEW YORK. PLINY FREEMAN, President. HENRY C. FREEMAN, Secretary. LORING ANDREWS, JNO. A. HARDENBERGH, } Vice Presidents. Cash Assets, - - $1,000,000, Organized, June, 1864. All policies non-forfeitable. Premiums payable in cash. Losses paid in cash. It receives no notes and gives none. By the provisions of its charter, the entire surplus belongs to policy holders and must be paid to them in Dividends, or reserved for their greater security. Dividends are made on the contribution plan and paid annually, commencing two years from the date of the policy. It has already made two Dividends amounting to $102,000, an amount never before equaled during the first three years of any company. No policy fee required. Female risks taken at the usual printed rates, no extra premium being demanded. Free Permission Given to Travel IN THE UNITED STATES AND EUROPE At all Seasons of the Year. Applications for all kinds of Policies, Life, Endowment, Ten-year Life or Term, taken, and all information cheerfully afforded at the BRANCH OFFICE OF THE COMPANY, 408 Walnut Street, Philadelphia. ELMES & GRIFFITTS, MANAGERS. DEPARTMENT OF STATE OF PENNSYLVANIA. CHAS. E. ELMES, (late of Philada. Nat. Bank). WM. F. GRIFFITTS, Jr. Fire, Marine and Accident Insurance effected in the most reliable Companies of this City, and in those of New York, New England and Baltimore. oc22-tu th24t

INSURANCE BY The Insurance Company of the State of Pennsylvania. Office, Nos. 4 and 5 Exchange Building, North side of Walnut, east of Third street. Incorporated April 18th, 1794. CHARTER PERPETUAL. HAS PAID OVER $10,000,000 IN LOSSES. Properties of the Company, $600,000. Marine, Fire, and Inland Transportation } INSURANCE. Directors: HENRY D. SHERRERD, CHARLES MACALESTER, WILLIAM S. SMITH, WILLIAM R. WHITE, GEORGE H. STUART, SAMUEL GRANT, Jr., TOBIAS WAGNER, THOMAS B. WATTSON, HENRY G. FREEMAN, CHARLES S. LEWIS, GEORGE C. CARSON, EDWARD C. KNIGHT, JOHN B. AUSTIN. HENRY D. SHERRERD, President. WILLIAM HARPER, Secretary. de24-tu th s-6t§

DELAWARE MUTUAL SAFETY INSURANCE COMPANY. Incorporated by the Legislature of Pennsylvania, 1835. Office, S. E. corner THIRD and WALNUT Streets, Philadelphia. MARINE INSURANCES On Vessels, Cargo and Freight, to all parts of the world. INLAND INSURANCES On goods by river, canal, lake and land carriage to all parts of the Union. FIRE INSURANCES On merchandise generally. On Stores, Dwellings, &c.

ASSETS OF THE COMPANY, November 1, 1867.

$200,000 United States Five Per Cent. Loan, 10-40's	$201,000 00
120,000 United States Six Per Cent. Loan, 1881	134,400 00
50,000 United States 7 3-10 Per Cent. Loan, Treasury Notes	52,562 50
200,000 State of Pennsylvania Six Per Cent. Loan	210,070 00
125,000 City of Philadelphia Six Per Cent. Loan (exempt from tax)	125,625 00
50,000 State of New Jersey Six Per Cent. Loan	51,000 00
20,000 Pennsylvania Railroad First Mortgage Six Per Cent. Bonds	19,800 00
25,000 Pennsylvania Railroad Second Mortgage Six Per Cent. Bonds	23,375 00
25,000 Western Pennsylvania Railroad Six Per Cent. Bonds (Penna. RR. guarantee)	20,000 00
30,000 State of Tennessee Five Per Cent. Loan	18,000 00
7,000 State of Tennessee Six Per Cent. Loan	4,270 00
15,000 300 shares stock Germantown Gas Company, Principal and interest guaranteed by the City of Philadelphia	15,000 00
7,500 150 shares stock Pennsylvania Railroad Company	7,800 00
5,000 100 shares stock North Pennsylvania Railroad Company	3,000 00
20,000 80 shares stock Philadelphia and Southern Mail Steamship Co.	15,000 00
201,900 Loans on Bond and Mortgage, first liens on City Properties	201,900 00
$1,101,400 Par. Market Value	$1,102,802 50
Cost, $1,089,679 26. Real Estate	36,000 00
Bills Receivable for Insurances made	219,135 67
Balances due at Agencies—Premiums on Marine Policies—Accrued Interest, and other debts due the Company	43,384 38
Stock and Scrip of sundry Insurance and other Companies, $5,076 00. Estimated value	3,017 00
Cash in Bank $103,017 10	
Cash in Drawer 298 52	103,315 62
	$1,507,605 15

DIRECTORS: Thomas C. Hand, John C. Davis, Edmund A. Souder, Joseph H. Seal, Theophilus Paulding, Hugh Craig, Edward Darlington, John R. Penrose, H. Jones Brooke, Henry Sloan, George G. Leiper, William G. Boulton, Edward Lafourcade, Jacob Riegel, James C. Hand, Samuel E. Stokes, James Traquair, William C. Ludwig, Jacob P. Jones, James B. McFarland, Joshua P. Eyre, John D. Taylor, Spencer McIlvaine, Henry C. Dallett, Jr., George W. Bernadou, John B. Semple, Pittsburgh, D. T. Morgan, A. B. Berger. THOMAS C. HAND, President. JOHN C. DAVIS, Vice President. HENRY LYLBURN, Secretary. HENRY BALL, Assistant Secretary. de5 to oc31

PHŒNIX INSURANCE COMPANY OF PHILADELPHIA. INCORPORATED 1804—CHARTER PERPETUAL. No. 224 WALNUT street, opposite the Exchange. This Company insures from losses or damage by FIRE on liberal terms, on buildings, merchandise, furniture, &c., for limited periods, and permanently on buildings by deposit or premium. The Company has been in active operation for more than sixty years, during which all losses have been promptly adjusted and paid. DIRECTORS. John L. Hodge, M. B. Mahony, John T. Lewis, William S. Grant, Robert W. Leaming, D. Clark Wharton, Lawrence Lewis, Jr., David Lewis, Benjamin Etting, Thos. H. Powers, A. R. McHenry, Edmond Castillon, Samuel Wilcox, Louis C. Norris. JOHN R. WUCHERER, President. SAMUEL WILCOX, Secretary.

THE COUNTY FIRE INSURANCE COMPANY.—OFfice, No. 110 South Fourth street, below Chestnut. "The Fire Insurance Company of the County of Philadelphia," incorporated by the Legislature of Pennsylvania in 1839, for indemnity against loss or damage by fire, exclusively. CHARTER PERPETUAL. This old and reliable institution, with ample capital and contingent fund carefully invested, continues to insure buildings, furniture, merchandise, &c., either permanently or for a limited time, against loss or damage by fire, at the lowest rates consistent with the absolute safety of its customers. Losses adjusted and paid with all possible despatch. DIRECTORS: Chas. J. Sutter, Henry Budd, John Horn, Joseph Moore, George Mecke, Andrew H. Miller, James N. Stone, Edwin L. Reakirt, Robert V. Massey, Jr., Mark Devine. CHARLES J. SUTTER, President. BENJAMIN F. HOECKLEY, Secretary and Treasurer.

FIRE INSURANCE EXCLUSIVELY.—THE PENNsylvania Fire Insurance Company—Incorporated 1825—Charter Perpetual—No. 510 Walnut street, opposite Independence Square. This Company, favorably known to the community for over forty years, continues to insure against loss or damage by fire, on Public or Private Buildings, either permanently or for a limited time. Also, on Furniture, Stocks of Goods and Merchandise generally, on liberal terms. Their Capital, together with a large Surplus Fund, is invested in a most careful manner, which enables them to offer to the insured an undoubted security in the case of loss. DIRECTORS. Daniel Smith, Jr., Alexander Benson, Isaac Hazlehurst, Thomas Robins, John Devereux, Thomas Smith, Henry Lewis, J. Gillingham Fell, Daniel Haddock, Jr. DANIEL SMITH, Jr., President. WILLIAM G. CROWELL, Secretary.

AMERICAN MUTUAL INSURANCE COMPANY.—Office Farquhar Building, No. 228 Walnut street, Marine and Inland Insurances. Risks taken on Vessels, Cargoes and Freights to all parts of the world, and on goods on inland transportation on rivers, canals, railroads and other conveyances throughout the United States. WILLIAM CRAIG, President. PETER CULLEN, Vice President. ROBERT J. MEE, Secretary. DIRECTORS. William Craig, Peter Cullen, John Dallet, Jr., William H. Merrick, Gillies Dallett, Benj. W. Richards, Wm. M. Baird, Henry C. Dallett, Wm. T. Lowber, J. Johnson Brown, Samuel A. Rulon, Charles Conrad, Henry L. Elder, S. Rodman Morgan, Pearson Serrill. ja18

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

OLIVES FARCIES, CAPERS, &c.—OLIVES FARCIES (Stuffed Olives), Nonpareil and Superfine Capers and French Olives; fresh goods, landing ex Napoleon III, from Havre, and for sale by JOS. B. BUSSIER & CO., 108 South Delaware avenue.

1829.—CHARTER PERPETUAL. FRANKLIN FIRE INSURANCE COMPANY OF PHILADELPHIA, Nos. 435 and 437 Chestnut Street. Assets on October 1, 1867, $2,589,363.

Capital	$400,000 00
Accrued Surplus	1,009,765 00
Premiums	1,179,598 00

UNSETTLED CLAIMS, $9,614 13. INCOME FOR 1868 $360,000. Losses Paid Since 1829 Over $5,500,000. Perpetual and Temporary Policies on Liberal Terms. DIRECTORS. Chas. N. Bancker, Tobias Wagner, Samuel Grant, Geo. W. Richards, Isaac Lea, Geo. Fales, Alfred Fitler, Fras. W. Lewis, M. D., Thomas Sparks, Wm. S. Grant. CHARLES N. BANCKER, President. GEO. FALES, Vice President. JAS. W. McALLISTER, Secretary pro tem. fe12

THE RELIANCE INSURANCE COMPANY OF PHILADELPHIA. Incorporated in 1841. Charter Perpetual. Office, No. 308 Walnut street. CAPITAL $300,000. Insures against loss or damage by FIRE, on Houses, Stores and other Buildings, limited or perpetual, and on Furniture, Goods, Wares and Merchandise in town or country. LOSSES PROMPTLY ADJUSTED AND PAID.

Assets	$338,195 59
Invested in the following Securities, viz.:	
First Mortgage on City Property, well secured	$120,600 00
United States Government Loans	122,000 00
Philadelphia City 6 per cent. Loans	60,000 00
Pennsylvania $3,000,000 6 per cent. Loan	21,000 00
Pennsylvania Railroad Bonds, first and second Mortgages	35,000 00
Camden and Amboy Railroad Company's 6 per Cent. Loan	6,000 00
Philadelphia and Reading Railroad Company's 6 per Cent. Loan	5,000 00
Huntingdon and Broad Top 7 per Cent. Mortgage Bonds	4,560 00
County Fire Insurance Company's Stock	1,050 00
Mechanics' Bank Stock	4,000 00
Commercial Bank of Pennsylvania Stock	10,000 00
Union Mutual Insurance Company's Stock	380 00
Reliance Insurance Company of Philadelphia's Stock	750 00
Cash in Bank and on hand	7,855 59
	$338,195 59

Worth this date at market price............$418 074. DIRECTORS. Clem. Tingley, Wm. Musser, Samuel Bispham, H. L. Carson, Isaac F. Baker, Wm. Stevenson, Benj. W. Tingley, Marshall Hill, Charles Leland, Thomas H. Moore, Samuel Castner, Alfred English, James T. Young. CLEM. TINGLEY, President. THOMAS C. HILL, Secretary. PHILADELPHIA, December 1, 1866. ja1-tu th s tf

FIRE ASSOCIATION OF PHILADELPHIA. Office, No. 34 N. Fifth street. Incorporated March 27, 1820. Insure Buildings, Household Furniture and Merchandise generally, from Loss by Fire (in the City of Philadelphia only.) Statement of the Assets of the Association published in compliance with the provisions of an Act of Assembly of April 5th, 1842.

Bonds and Mortgages on Property in the City of Philadelphia only	$941,366 17
Ground Rents (in Philadelphia only)	20,148 31
Real Estate	28,026 23
U. S. Government (5-20) Loan	45,000 00
U. S. Treasury Notes	5,990 00
Cash in Banks	44,552 53
Total	$1,085,088 21

TRUSTEES. William H. Hamilton, John Sonder, Peter A. Keyser, John Phillbin, John Carrow, George I. Young, Joseph R. Lyndall, Levi P. Coats, Samuel Sparhawk, Charles P. Bower, Jesse Lightfoot, Robert Shoemaker, Peter Armbruster. WM. H. HAMILTON, President. SAMUEL SPARHAWK, Vice President. WM. T. BUTLER, Secretary.

JEFFERSON FIRE INSURANCE COMPANY OF PHILadelphia.—Office, No. 24 North Fifth street, near Market street. Incorporated by the Legislature of Pennsylvania. Charter Perpetual. Capital and Assets, $150,000. Make insurance against Loss or Damage by Fire on Public or Private Buildings, Furniture, Stocks, Goods and Merchandise, on favorable terms. DIRECTORS. George Erety, August C. Miller, John F. Belsterling, Henry Troemner, Wm. McDaniel, Christopher H. Miller, Frederick Staake, Jonas Bowman, Frederick Doll, Jacob Schandler, Samuel Miller, Edward P. Moyer, Adam J. Glass, Israel Peterson, Frederick Ladner. GEORGE ERETY, President. JOHN F. BELSTERLING, Vice President. PHILIP E. COLEMAN, Secretary.

ANTHRACITE INSURANCE COMPANY.—CHARTER PERPETUAL. Office, No. 311 WALNUT street, above Third, Philada. Will insure against Loss or Damage by Fire, on Buildings, either perpetually or for a limited time, Household Furniture and Merchandise generally. Also, Marine Insurance on Vessels, Cargoes and Freights. Inland Insurance to all parts of the Union. DIRECTORS. Wm. Esher, D. Luther, Lewis Audenried, John R. Blakiston, Davis Pearson, Peter Sieger, J. E. Baum, Wm. F. Dean, John Ketcham, John B. Heyl. WM. ESHER, President. WM. F. DEAN, Vice President. WM. M. SMITH, Secretary. ja22-tu,th,s-tf

THE ENTERPRISE INSURANCE COMPANY OF PHILADELPHIA. OFFICE—S. W. COR. FOURTH AND WALNUT STREETS. FIRE INSURANCE EXCLUSIVELY, TERM AND PERPETUAL. CASH CAPITAL..........$200,000 00. CASH ASSETS, July 1, 1867..........$371,001 00. DIRECTORS. F. Ratchford Starr, Nalbro' Frazier, John M. Atwood, Benj. T. Tredick, George H. Stuart, John H. Brown, J. L. Erringer, Geo. W. Fahnestock, James L. Claghorn, Wm. G. Boulton, Charles Wheeler, Thos. H. Montgomery. F. RATCHFORD STARR, President. THOS. H. MONTGOMERY, Vice President. ALEX. W. WISTER, Secretary. oc30-6m§

AMERICAN FIRE INSURANCE COMPANY, INCORporated 1810—Charter perpetual. No. 310 WALNUT street, above Third, Philadelphia. Having a large paid up Capital Stock and Surplus invested in sound and available securities, continue to insure on dwellings, stores, furniture, merchandise, vessels in port, and their cargoes, and other personal property. All losses liberally and promptly adjusted. DIRECTORS. Thomas R. Maris, John Welsh, Patrick Brady, John T. Lewis, James R. Campbell, Edmund G. Dutilh, Charles W. Poultney, Israel Morris, John P. Wetherill. THOMAS R. MARIS, President. ALBERT C. L. CRAWFORD, Secretary.

DRUGS.

ROBERT SHOEMAKER & CO., WHOLESALE Druggists, N. E. corner Fourth and Race streets—invite the attention of the Trade to their large stock of Fine Drugs and Chemicals, Essential Oils, Sponges, Corks, &c. no27-tf

DRUGGISTS' SUNDRIES.—GRADUATES—MORTAR Pill Tiles, Combs, Brushes, Mirrors, Tweezers, Puff Boxes, Horn Scoops, Surgical Instruments, Trusses, Hard and Soft Rubber Goods, Vial Cases, Glass and Metal Syringes, &c., all at "First Hands" prices. SNOWDEN & BROTHER, ap5tf.rp 23 South Eighth street.

RHUBARB ROOT, OF RECENT IMPORTATION, and very superior quality; White Gum Arabic; East India Castor Oil; White and Mottled Castile Soap; Olive Oil, of various brands. For sale by ROBERT SHOEMAKER & CO., Druggists, Northeast corner of Fourth and Race streets. no27-tf

PURE PAINTS.—WE OFFER TO THE TRADE PURE White Lead, Zinc White and Colored Paints of our own manufacture, of undoubted purity; in quantities to suit purchasers. ROBERT SHOEMAKER & CO., Dealers in Paints and Varnishes, N. E. corner Fourth and Race streets. no27-tf

BERMUDA AND GEORGIA ARROW ROOT.—THE New Crop—sweet, pure, and of dazzling whiteness directly from the growers. Sold at standard weight, and guaranteed in freshness and purity. HUBBELL, Apothecary, my10-tf 1410 Chestnut street.

CLOTHS, CASSIMERES, &c.

JAMES & LEE ARE NOW RECEIVING THEIR FALL and Winter Stock, comprising every variety of Goods adapted to Men's and Boys' wear. OVERCOAT CLOTHS. Duffell Beavers. Colored Castor Beavers. Black and Colored Esquimaux. Black and Colored Chinchilla. Blue and Black Pilots. COATINGS. Black French Cloth. Colored French Cloths. Tricot, all colors. Pique and Diagonal. PANTALOON STUFFS. Black French Cassimeres. Black French Doeskins. Fancy Cassimeres. Mixed and Striped Cassimeres. Plaids, Ribbed and silk-mixed. Also, a large assortment of Cords, Beaverteens, Satinetts, and Goods adapted to Boys' wear, at wholesale and retail, by JAMES & LEE, No. 11 North Second st. Sign of the Golden Lamb.

BUSINESS CARDS.

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

COTTON AND LINEN SAIL DUCK OF EVERY width from one to six feet wide, all numbers. Tent and Awning Duck, Papermakers' Felting, Sail Twine, &c. JOHN W. EVERMAN & CO., No. 103 Jones's Alley.

PRIVY WELLS.—OWNERS OF PROPERTY—THE only place to get privy wells cleansed and disinfected, at very low prices. A. PEYSSON, Manufacturer of Poudrette, Goldsmith's Hall, Library street.

NEW TURKEY PRUNES LANDING AND FOR SALE by J. B. BUSSIER & CO., 108 South Delaware avenue.

MACHINERY, IRON, &c.

MERRICK & SONS, SOUTHWARK FOUNDRY, 430 WASHINGTON Avenue, Philadelphia. MANUFACTURE STEAM ENGINES—High and Low Pressure, Horizontal, Vertical, Beam, Oscillating, Blast, and Cornish Pumping. BOILERS—Cylinder, Flue, Tubular, &c. STEAM HAMMERS—Nasmyth and Davy styles, and of all sizes. CASTINGS—Loam, Dry, and Green Sand, Brass, &c. ROOFS—Iron Frames, for covering with Slate or Iron. TANKS—Of Cast or Wrought Iron, for refineries, water, oil, &c. GAS MACHINERY—Such as Retorts, Bench Castings, Holders and Frames, Purifiers, Coke and Charcoal Barrows, Valves, Governors, &c. SUGAR MACHINERY—Such as Vacuum Pans and Pumps, Defecators, Bone Black Filters, Burners, Washers, and Elevators; Bag Filters, Sugar and Bone Black Cars, &c. Sole manufacturers of the following specialities: In Philadelphia and vicinity, of William Wright's Patent Variable Cut-off Steam Engine. In Pennsylvania, of Shaw & Justice's Patent Dead-Stroke Power Hammer. In the United States, of Weston's Patent Self-centering and Self-balancing Centrifugal Sugar-draining Machine. Glass & Bartol's improvement on Aspinwall & Woolsey's Centrifugal. Bartol's Patent Wrought-Iron Retort Lid. Strahan's Drill Grinding Rest. Contractors for the design, erection, and fitting-up of Refineries for working Sugar or Molasses.

PHILADELPHIA ORNAMENTAL IRON WORKS.—ROBERT WOOD & CO., Manufacturers of CAST, WROUGHT AND WIRE RAILINGS, GARDEN AND CEMETERY ADORNMENTS, FOUNTAINS, VASES, STATUARY, &c., VERANDAHS, SETTEES, STABLE FITTINGS, 1136 RIDGE AVENUE, PHILADELPHIA, PA. ROBERT WOOD. THOS. S. ROOT. BRONZE WORK. Having fitted up our Foundry with special reference to the above class of Work, we are now prepared to fill with promptness all orders for Bronze Castings of every description, to which the subscribers would most respectfully call the attention of the public, as also to their varied and extensive assortment of ORNAMENTAL IRON GOODS, the largest to be found in the United States. se124-mf ROBERT WOOD & CO.

GAS FIXTURES.—MISKEY, MERRILL & Thackara, No. 718 Chestnut street, manufacturers of Gas Fixtures, Lamps, &c., &c., would call the attention of the public to their large and elegant assortment of Gas Chandeliers, Pendants, Brackets, &c. They also introduce gas pipes into dwellings and public buildings, and attend to extending, altering and repairing gas pipes. All work warranted.

COPPER AND YELLOW METAL SHEATHING, Brazier's Copper Nails, Bolts and Ingot Copper, constantly on hand and for sale by HENRY WINSOR & CO., No. 332 South Wharves.

NUMBER ONE SCOTCH PIG IRON—GLENGARnock brand, in store and for sale in lots to suit, by PETER WRIGHT & SONS, 115 Walnut street. ja71

SHIPPERS' GUIDE.

For Boston—Steamship Line Direct. SAILING FROM EACH PORT EVERY FIVE DAYS. FROM PINE STREET, PHILADELPHIA, AND LONG WHARF, BOSTON. This line is composed of the first-class Steamships, ROMAN, 1,488 tons, Captain O. Baker. SAXON, 1,250 tons, Captain S. H. Matthews. NORMAN, 1,203 tons, Captain L. Crowell. The SAXON from Phila. on Wednesday, Jan. 4, 10 A. M. The ROMAN from Boston on Saturday, Jan. 4, 3 P. M. These Steamships sail punctually, and Freight will be received every day, a Steamer being always on the berth. Freight for points beyond Boston sent with despatch. For Freight or Passage (superior accommodations), apply to HENRY WINSOR & CO., 338 South Delaware avenue. my31

PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COMPANY'S REGULAR LINES. FROM PIER 18 SOUTH WHARVES. The JUNIATA will sail FOR NEW ORLEANS, VIA HAVANA, Monday, December 23, at 8 o'clock A. M. The STAR OF THE UNION will sail FROM NEW ORLEANS, VIA HAVANA, Saturday, December 21. The WYOMING will sail FOR SAVANNAH, Saturday, December 28, at 8 o'clock A. M. The TONAWANDA will sail FROM SAVANNAH, Saturday, January. The PIONEER will sail FOR WILMINGTON, N. C., on Thursday, December 26, at 5 o'clock P. M. Through Bills of Lading signed, and Passage Tickets sold to all points South and West. WILLIAM L. JAMES, General Agent. CHARLES E. DILKES, Freight Agent. no8 No. 314 South Delaware avenue.

DAILY LINE FOR BALTIMORE, Via Chesapeake and Delaware Canal. Philadelphia and Baltimore Union Steamboat Company, daily at 3 o'clock P. M. The Steamers of this line are now plying regularly between this port and Baltimore, leaving Pier No. 2 North Delaware avenue, above Market street, daily at 3 o'clock P. M. (Sundays excepted.) Carrying all description of Freight as low as any other line. Freight handled with great care, delivered promptly, and forwarded to all points beyond the terminus free of commission. Particular attention paid to the transportation of all description of Merchandise, Horses, Carriages, &c., &c. For further information, apply to JOHN D. RUOFF, Agent, ap16-ly§ No. 18 North Delaware avenue.

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 Tuesday at 8 A. M. The steamship STARS AND STRIPES, Holmes, master, will sail for Havana on Tuesday morning, December 31 at 8 o'clock. Passage to Havana, $50, currency. No freight received after Saturday. For freight or passage, apply to THOMAS WATTSON & SONS, au20 140 North Delaware avenue.

FOR LIVERPOOL, WITH DESPATCH.—THE first-class American ship CHIEFTAIN, 1311 tons register, Thomas McGuire, master. This vessel, having a large portion of her cargo engaged, will sail as above. For balance of freight or passage apply to PETER WRIGHT & SONS, 115 Walnut street.

FOR NEW YORK.—SWIFTSURE Transportation Company—Despatch and Swiftsure Lines via Delaware and Raritan Canal, on and after the 15th of March, leaving daily at 12 M. and 5 P. M., connecting with all Northern and Eastern lines. For freight, which will be taken on accommodating terms, apply to WM. M. BAIRD & CO., mh13-ly No. 132 South Delaware avenue.

ALL PERSONS ARE HEREBY CAUTIONED against trusting any of the crew of the Br. Bark "Cornwallis," Allen, Master, from Liverpool, as no debts of their contracting will be paid either by the Captain or consignee. PETER WRIGHT & SONS, de28,tf 115 Walnut street.

NOTICE.—ALL PERSONS ARE CAUTIONED against trusting the crew of the British Bark S. D. Ryerson, as no debts of their contracting will be paid by the Master or Consignees. E. A. SOUDER & CO., Dock street wharf. de31-3t

STEAMSHIP SAXON, FROM BOSTON.—CONsignees of Merchandise per above Steamer, will please send for their goods, now landing at Pine street wharf. de30-3t 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.

TRAVELERS' GUIDE.

FOR NEW YORK.—THE CAMDEN AND AMBOY and PHILADELPHIA AND TRENTON RAILROAD COMPANY'S LINES, from Philadelphia to New York, and way places, from Walnut street wharf.

	Fare.
At 6 A. M., via Camden and Amboy, Accom.	$2 25
At 8 A. M., via Camden and Jersey City Express Mail,	3 00
At 2.30 P. M., via Camden and Jersey City Express,	3 00
At 6 P. M., via Camden and Amboy, } 1st class,	2 25
Accom. and Emigrant, } 2d class,	1 80

At 6 A. M., and 2 P. M., for Freehold. At 8 and 10 A. M., 2 and 3.30 P. M., for Trenton. At 6, 8 and 10 A. M., 1, 2, 3.30, 4.30 and 6 P. M., for Bordentown. At 6 and 10 A. M., 1, 2, 3.30, 4.30 and 6 P. M., for Florence. At 6, 8 and 10 A. M., 1, 2, 3.30, 4.30, 6 and 11.30 P. M. for Burlington, Beverly and Delanco. At 6 and 10 A. M., 1, 2, 4.30, 6 and 11.30 P. M. for Edgewater, Riverside, Riverton and Palmyra. At 6 and 10 A. M., 1, 6 and 11.30 P. M. for Fish House. The 1 and 11.30 P. M. Lines will leave from foot of Market street by upper ferry. From Kensington Depot: At 11 A. M., via Kensington and Jersey City, New York Express Line............$3 00. At 8 and 11.00 A. M., 2.30, 3.30 and 5 P. M. for Trenton and Bristol. And at 10.15 A. M. for Bristol. At 8 and 11 A. M., 2.30 and 5 P. M. for Morrisville and Tullytown. At 8 and 10.15 A. M., 2.30 and 5 P. M. for Schencks and Eddington. At 8 and 10.15 A. M., 2.30, 4, 5, and 6 P. M., for Cornwells, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg and Frankford, and 8 P. M. for Holmesburg and intermediate Stations.

BELVIDERE DELAWARE RAILROAD LINES from Kensington Depot. At 8.00 A. M., for Niagara Falls, Buffalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghampton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Scranton, Stroudsburg, Water Gap, &c. At 8.00 A. M. and 3.30 P. M. for 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. From West Philadelphia Depot, via connecting Railway. At 9.30 A. M., 1.30, 6.30 and 12 P. M. New York Express Line, via Jersey City..........$3 25. The 9.30 A. M. and 6.30 P. M. Lines run daily. All others, Sunday excepted. At 9.30 A. M., 1.30, 6.30 and 12 P. M., for Trenton. At 9.30 A. M., 6.30 and 12 P. M., for Bristol. At 12 P. M. (Night) for Morrisville, Tullytown, Schencks, Eddington, Cornwells, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg and Frankford. For Lines leaving Kensington Depot, take the cars on Third or Fifth streets, at Chestnut, at half an hour before departure. The Cars on Market Street Railway run direct to West Philadelphia Depot, Chestnut and Walnut within one square. On Sundays, the Market Street Cars will run to connect with the 6.30 P. M. line. Fifty Pounds of Baggage only allowed each Passenger. Passengers are prohibited from taking anything as baggage but their wearing apparel. All baggage over fifty pounds to be paid for extra. The Company limit their responsibility for baggage to One Dollar per pound, and will not be liable for any amount beyond $100, except by special contract. Tickets sold and Baggage checked direct through to Boston, Worcester, Springfield, Hartford, New Haven, Providence, Newport, Albany, Troy, Saratoga, Utica, Rome, Syracuse, Rochester, Buffalo, Niagara Falls and Suspension Bridge. An additional Ticket Office is located at No. 828 Chestnut street, where tickets to New York, and all important points North and East, may be procured. Persons purchasing Tickets at this Office, can have their baggage checked from residences or hotel to destination, by Union Transfer Baggage Express. Lines from New York for Philadelphia will leave from foot of Cortland street at 7 A. M. and 1.00 and 4.00 P. M., via Jersey City and Camden. At 6.30 P. M. via Jersey City and Kensington. At 10.00 A. M. and 12 M., and 5.00 P. M., via Jersey City and West Philadelphia. From Pier No. 1, N. River, at 4 P. M. Express and 4 P. M. Emigrant, via Amboy and Camden. Dec. 16, 1867. WM. H. GATZMER, Agent.

PENNSYLVANIA CENTRAL RAILROAD.—Winter Time.—Taking effect Nov. 24th, 1867. The trains of the Pennsylvania Central Railroad leave the Depot, at Thirty-first and Market streets, which is reached directly by the cars of the Market Street Passenger Railway, the last car connecting with each train, leaving Front and Market streets thirty minutes before its departure. Those of the Chestnut and Walnut Street Railway run within one square of the Depot. ON SUNDAYS—The Market Street Cars leave Front and Market streets 35 minutes before the departure of each train. Sleeping Car Tickets can be had on application at the Ticket Office, Northwest corner of Ninth and Chestnut streets, and at the Depot. Agents of the Union Transfer Company will call for and deliver Baggage at the Depot. Orders left at No. 901 Chestnut street, No. 116 Market street, or No. 1 South Eleventh street, will receive attention.

TRAINS LEAVE DEPOT, VIZ.:

Mail Train	at 8.00 A. M.
Fast Line	at 12.00 M.
Erie Express	at 12.00 M.
Paoli Accommodation No. 1	at 1.00 P. M.
Harrisburg Accommodation	at 2.30 P. M.
Lancaster Accommodation	at 4.00 P. M.
Parkesburg Train	at 5.30 P. M.
Cincinnati Express	at 8.00 P. M.
Paoli Accom. No. 2	at 9.00 P. M.
Erie Mail	at 11.15 P. M.
Philadelphia Express	at 11.15 P. M.
Accommodation	at 11.30 P. M.

Erie Mail leaves daily, except Saturday. Philadelphia Express leaves daily. All other trains daily, except Sunday. The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procured and baggage delivered by 5.00 P. M., at 116 Market street.

TRAINS ARRIVE AT DEPOT, VIZ:

Cincinnati Express	at 1.35 A. M.
Philadelphia Express	" 7.10 "
Paoli Accom. No. 1	" 8.20 "
Erie Mail	" 9.35 "
Fast Line	" 9.35 "
Parkesburg Train	" 9.10 "
Lancaster Train	" 1.10 P. M.
Erie Express	" 4.10 "
Day Express	" 6.20 "
Paoli Accom. No. 2	" 7.10 "
Harrisburg Accom.	" 9.50 "

For further information, apply to JOHN C. ALLEN, Ticket Agent, 901 Chestnut street. FRANCIS FUNK, Agent, 116 Market street. SAMUEL H. WALLACE, Ticket Agent at the Depot. 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. EDWARD H. WILLIAMS, General Superintendent, Altoona, Pa.

PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD—TIME TABLE.—Commencing Monday, Sept. 30th, 1867. Trains will leave Depot, corner of Broad street and Washington avenue, as follows: Way-mail Train, at 8.30 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting with Delaware Railroad at Wilmington for Crisfield and intermediate stations. Express Train at 12.00 M. (Sundays excepted) for Baltimore and Washington. Express Train at 3.30 P. M. (Sundays excepted) for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, Northeast, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run. Night Express at 11.00 P. M. (daily) for Baltimore and Washington. Connects at Wilmington (Saturdays excepted) with Delaware Railroad Line, stopping at New Castle, Middleton, Clayton, Dover, Harrington, Seaford, Salisbury, Princess Anne, and connecting at Crisfield with boat for Fortress Monroe, Norfolk, Portsmouth and the South. Passengers for Fortress Monroe and Norfolk via Baltimore will take the 12.00 M. Train. Via Crisfield will take the 11.00 P. M. train. Wilmington Trains, stopping at all stations between Philadelphia and Wilmington: Leave Philadelphia at 11.00, 4.30, 6.00 and 11.30 (daily) P. M. The 4.30 P. M. train connects with the Delaware Railroad for Milford and intermediate stations. The 6.00 P. M. train runs to New Castle. Leave Wilmington 7.00 and 8.00 A. M., and 4.00 and 6.30 (daily) P. M. From Baltimore to Philadelphia.—Leave Baltimore 7.25 A. M., Way Mail. 9.35 A. M., Express. 2.15 P. M., Express. 6.35 P. M., Express. 8.55 P. M., Express. SUNDAY TRAINS FROM BALTIMORE.—Leave Baltimore at 8.55 P. M., stopping at Havre de Grace, Perryville and Wilmington. Also stops at North East, Elkton and Newark, to take passengers for Philadelphia, and leave passengers from Washington or Baltimore, and at Chester to leave passengers from Washington or Baltimore. Through tickets to all points West, South and Southwest may be procured at ticket office, 828 Chestnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping-Cars can be secured during the day. Persons purchasing tickets at this office can have baggage checked at their residence by the Union Transfer Company. H. F. KENNEY, Superintendent.

PHILADELPHIA, GERMANTOWN AND NORRISTOWN RAILROAD TIME TABLE.—On and after Wednesday, May 1, 1867. FOR GERMANTOWN. Leave Philadelphia—6, 7, 8, 9.05, 10, 11, 12 A. M., 1, 2, 3.15, 3½, 4, 5, 5¾, 6.10, 7, 8, 9, 10, 11, 12 P. M. Leave Germantown—6, 7, 7½, 8, 8.20, 9, 10, 11, 12 A. M.; 1, 2, 3, 4, 4½, 5, 6, 6½, 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 Branch. ON SUNDAYS. Leave Philadelphia—9.15 minutes A. M.; 2, 7 and 10½ P. M. Leave Germantown—8.15 A. M.; 1, 6 and 9¾ P. M. CHESTNUT HILL RAILROAD. Leave Philadelphia—6, 8, 10, 12 A. M.; 2, 3½, 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—9.15 minutes A. M.; 2 and 7 P. M. Leave Chestnut Hill—7.50 minutes A. M.; 12.40, 5.40 and 9.25 minutes P. M. FOR CONSHOHOCKEN AND NORRISTOWN. Leave Philadelphia—6, 7½, 9, 11.05, A. M.; 1½, 3, 4½, 5¼, 6.15, 8.05 and 11½ P. M. Leave Norristown—5.40, 7, 7.50, 9, 11 A. M.; 1½, 3, 4½, 6¼, and 8½ P. M. ON SUNDAYS. Leave Philadelphia—9 A. M.; 2½ and 7.15 P. M. Leave Norristown—7 A. M.; 1½, 5 and 9 P. M. FOR MANAYUNK. Leave Philadelphia—6, 7½, 9, 11.05 A. M.; 1½, 3, 4½, 5¼, 6.15, 8.05 and 11½ P. M. Leave Manayunk—6.10, 7½, 8.20, 9½, 11½ A. M.; 2, 3½, 5, 6¼ and 9 P. M. ON SUNDAYS. Leave Philadelphia—9 A. M.; 2½ and 7.15 P. M. Leave Manayunk—7½ A. M.; 6 and 9½ P. M. W. S. WILSON, General Superintendent, Depot, Ninth and Green streets.

PHILADELPHIA AND ERIE RAILROAD.—WINTER TIME TABLE.—Through and Direct Route between Philadelphia, Baltimore, Harrisburg, Williamsport and the Great Oil Region of Pennsylvania.—Elegant Sleeping Cars on all Night Trains. On and after MONDAY, Nov. 25th, 1867, the Trains on the Philadelphia and Erie Railroad will run as follows: WESTWARD. Mail Train leaves Philadelphia..........11.15 P. M. " " arrives at Erie..........9.00 P. M. Erie Express leaves Philadelphia..........12.00 Noon. " " " Williamsport..........8.50 P. M. " " arrives at Lock Haven..........7.45 P. M. Elmira Mail leaves Philadelphia..........8.00 A. M. " " arrives at Lock Haven..........7.45 P. M. EASTWARD. Mail Train leaves Erie..........10.25 A. M. " " " Williamsport..........11.55 P. M. " " arrives at Philadelphia..........9.00 P. M. Erie Express leaves Erie..........4.25 P. M. " " " Williamsport..........3.00 A. M. " " arrives at Philadelphia..........1.00 P. M. Elmira Mail leaves Lock Haven..........8.00 A. M. " arr. at Philadelphia..........6.10 P. M. Mail and Express connect with all trains on Warren and Franklin Railway. Passengers leaving Philadelphia at 12.00 M. arrive at Irvington at 6.40 A. M., and Oil City at 9.50 A. M. Leaving Philadelphia at 11.15 P. M., arrive at Oil City at 4.55 P. M. All trains on Warren and Franklin Railway make close connections at Oil City with trains for Franklin and Petroleum Centre. Baggage checked through. ALFRED L. TYLER, General Superintendent. ja8tf

WEST CHESTER AND PHILADELPHIA RAILROAD, VIA MEDIA. WINTER ARRANGEMENTS. On and after MONDAY, Oct. 7th, 1867, trains will leave Depot, Thirty-first and Chestnut streets, as follows: Trains leave Philadelphia for West Chester, at 7.45 A. M., 11.00 A. M., 2.30, 4.15, 4.50, 6.15 and 11.30 P. M. Leave West Chester for Philadelphia, from Depot on E. Market street, 6.25, 7.45, 8.00 and 10.45 A. M., 1.55, 4.50 and 6.55 P. M. Trains leaving West Chester at 8.00 A. M., and leaving Philadelphia at 4.50 P. M., will stop at B. C. Junction and Media only. Passengers to or from stations between West Chester and B. C. Junction going East, will take train leaving West Chester at 7.45 A. M., and going West will take train leaving Philadelphia at 4.50 P. M., and transfer at B. C. Junction. Trains leaving Philadelphia at 7.45 A. M. and 4.50 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. ON SUNDAYS—Leave Philadelphia at 8.30 A. M. and 2.00 P. M. Leave West Chester 7.55 A. M. and 4 P. M. The Depot is reached directly by the Chestnut and Walnut street cars. Those of the Market street line run within one square. The cars of both lines connect with each train upon its arrival. Passengers are allowed to take wearing apparel only as Baggage, and the Company will not, in any case, be responsible for an amount exceeding $100, unless special contract is made for the same. HENRY WOOD, General Superintendent.

PHILADELPHIA & BALTIMORE CENTRAL RAILROAD.—Winter Arrangement.—On and after Monday, Oct. 7th, 1867, the Trains will leave Philadelphia, from the Depot of the West Chester & Philadelphia Railroad, corner of Thirty-first and Chestnut streets (West Phila.), at 7.45 A. M. and 4.50 P. M. Leave Rising Sun, at 5.45 and Oxford at 6.30 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 11.05 A. M., Oxford at 11.45 A. M., and Kennett at 1.00 P. M., connecting at West Chester Junction with a train for Philadelphia. On Wednesdays and Saturdays train leaving Philadelphia at 2.30 P. M. runs through to Oxford. The Train leaving Philadelphia at 7.45 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 4.50 P. M. runs to Rising Sun, Md. Passengers 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. mh12 HENRY WOOD, General Sup't.

FAST FREIGHT LINE, VIA NORTH PENNSYLVANIA RAILROAD, to Wilkesbarre, Mahanoy City, Mount Carmel, Centralia, and all points on Lehigh Valley Railroad and its branches. By new arrangements, perfected this day, this road is enabled to give increased despatch to merchandise consigned to the above named points. Goods delivered at the Through Freight Depot, S. E. cor. of FRONT and NOBLE streets, Before 5 P. M., will reach Wilkesbarre, Mount Carmel, Mahanoy City, and the other stations in Mahanoy and Wyoming valleys before 11 A. M. of the succeeding day. ELLIS CLARK, Agent.

CAMDEN AND BURLINGTON COUNTY RAILROAD.—On and after Monday, December 16th, 1867, trains will leave from foot of Market street (upper ferry) for Merchantville, Moorestown, Hartford, Masonville, Hainesport, Mount Holly, Smithville, Ewansville, Vincentown, Birmingham and Pemberton at 10.30 A. M. and 3.30 P. M. RETURNING, Leave Pemberton at..........7.30 A. M. and 2.20 P. M. " Mount Holly at..........7.45 A. M. and 2.45 P. M. " Moorestown at..........8.18 A. M. and 3.18 P. M. de17 C. SAILER, Superintendent.

TRAVELERS' GUIDE.

QUICKEST TIME ON RECORD, THE PAN-HANDLE ROUTE. 26 HOURS to CINCINNATI, via PENNSYLVANIA RAILROAD AND PAN-HANDLE, 7½ HOURS less TIME than by COMPETING LINES. PASSENGERS taking the 8.00 P. M. TRAIN arrive in CINCINNATI next EVENING at 9.25 P. M., 26 HOURS. ONLY ONE NIGHT on the ROUTE. THE WOODRUFF'S celebrated Palace State Room SLEEPING-CARS run through from PHILADELPHIA to CINCINNATI. Passengers taking the 12.00 M. and 11.00 P. M. Trains reach CINCINNATI and all points WEST and SOUTH ONE TRAIN IN ADVANCE of all other Routes. Passengers for CINCINNATI, INDIANAPOLIS, ST. LOUIS, CAIRO, CHICAGO, PEORIA, BURLINGTON, QUINCY, MILWAUKEE, ST. PAUL, OMAHA, N. T., and all points WEST, NORTHWEST and SOUTHWEST, will be particular to ask for TICKETS Via PAN-HANDLE ROUTE. To SECURE the UNEQUALED advantages of this LINE, be VERY PARTICULAR and ASK FOR TICKETS "Via PAN-HANDLE," at TICKET OFFICES, N. W. CORNER NINTH and CHESTNUT Streets, NO. 116 MARKET STREET, bet. Second and Front Sts., And THIRTY-FIRST and MARKET Streets, West Phila. S. F. SCULL, Gen'l Ticket Agt., Pittsburgh. JOHN H. MILLER, Gen'l East'n Agt., 526 Broadway, N. Y.

WEST JERSEY RAILROAD LINES. FROM FOOT OF MARKET STREET, (UPPER FERRY). COMMENCING TUESDAY, SEPT. 17, 1867. Trains will leave as follows: For Bridgeton, Salem, Vineland, Millville and intermediate Stations, at 8.00 A. M., and 3.30 P. M. For Cape May 3.30 P. M. For Woodbury at 8.00 A. M., and 3.30 and 6.00 P. M. Freight Train leaves Camden at 12.00 M. (noon.) 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. WILLIAM J. SEWELL, Superintendent.

READING RAILROAD.—GREAT TRUNK LINE from Philadelphia to the interior of Pennsylvania, the Schuylkill, Susquehanna, Cumberland and Wyoming Valleys, the North, Northwest and the Canadas. Winter Arrangement of Passenger Trains, Nov. 18, 1867, 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, and Allentown. 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, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, &c. The 7.30 train connects at Reading with the East Pennsylvania Railroad trains for Allentown, &c., and the 8.15 A. M. connects with the Lebanon Valley train for Harrisburg, &c.; at Port Clinton with Catawissa R. R. 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 Railroad trains for Columbia, &c. POTTSTOWN ACCOMMODATION.—Leaves Pottstown at 6.45 A. M., stopping at intermediate stations; arrives in Philadelphia at 9.05 A. M. Returning leaves Philadelphia at 5.00 P. M.; arrives in Pottstown at 7.05 P. M. READING ACCOMMODATION.—Leaves Reading at 7.30 A. M., stopping at all way stations; arrives in Philadelphia at 10.15 A. M. Returning, leaves Philadelphia at 4.00 P. M.; arrives in Reading at 6.45 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 7.15 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 Pottsville and all Way Stations; leaves Pottsville at 7 A. 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 A. M. and 4.00 P. M. trains from Philadelphia, returning from Downingtown at 6.30 A. M. and 1.00 P. M. NEW YORK EXPRESS, FOR PITTSBURGH AND THE WEST.—Leaves New York at 9 A. M., 5.00 and 8.00 P. M., passing Reading at 1 A. M., 1.50 and 10.10 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 5.25 A. M., 9.35 P. M., passing Reading at 4.49 and 7.06 A. M., and 11.40 P. M., arriving at New York 10.10 and 11.45 A. M., and 5.00 P. M. Sleeping Cars accompanying these trains through between Jersey City and Pittsburgh, without change. Mail train for New York leaves Harrisburg at 8.10 A. M. and 2.05 P. M. Mail train for Harrisburg leaves New York at 12 Noon. SCHUYLKILL VALLEY RAILROAD.—Trains leave Pottsville at 6.30, 11.00 A. M. and 7.15 P. M., returning from Tamaqua at 7.35 A. M. and 1.40 and 4.35 P. M. SCHUYLKILL AND SUSQUEHANNA RAILROAD.—Trains leave Auburn at 7.55 A. M. for Pinegrove and Harrisburg, and at 12.45 P. M. for Pinegrove and Tremont; returning from Harrisburg at 3.55 P. M., and from Tremont at 7.40 A. M. and 5.35 P. M. TICKETS.—Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canadas. Excursion Tickets from Philadelphia to Reading and Intermediate Stations, good for day only, are sold by Morning Accommodation, Market Train, Reading and Pottstown Accommodation Trains at reduced rates. Excursion Tickets to Philadelphia, good for day only, are sold at Reading and Intermediate Stations by Reading and Pottstown Accommodation Trains at reduced rates. 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 Ticket, at 25 per cent. discount, between any points desired, for families and firms. Mileage Tickets, good for 2000 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.

NORTH PENNSYLVANIA R. R.—THE MIDDLE ROUTE.—Shortest and most direct line to Bethlehem, Allentown, Mauch Chunk, Hazleton, White Haven, Wilkesbarre, Mahanoy City, Mt. Carmel, Pittston, Scranton and all the points in the Lehigh and Wyoming Coal regions. Passenger Depot in Philadelphia, N. W. corner of Berks and American streets. WINTER ARRANGEMENT—NINE DAILY TRAINS.—On and after THURSDAY, November 14th, 1867, Passenger Trains leave the New Depot, corner of Berks and American streets, daily (Sundays excepted) as follows: At 7.45 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, Scranton, Carbondale, 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 12.05 A. M.; at Wilkesbarre at 3 P. M.; at Mahanoy City at 5 P. M. Passengers by this train can take the Lehigh Valley Train, passing Bethlehem at 11.55 A. M. for Easton and points on New Jersey Central Railroad to New York. At 8.45 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 10.15 A. M.—Accommodation for Fort Washington, stopping at intermediate Stations. At 1.30 P. M.—Express for Bethlehem, Allentown, Mauch Chunk, White Haven, Wilkesbarre, Mahanoy City, Centralia, Shenandoah, Mt. Carmel, Pittston and Scranton, and all points in Mahanoy and Wyoming Coal Regions. Passengers for Greenville take this train to Quakertown. At 2.45 P. M.—Accommodation for Doylestown, stopping at all intermediate stations. Passengers take stage at Doylestown for New Hope, and at North Wales for Sumneytown. At 4.15 P. M.—Accommodation for Doylestown, stopping at all intermediate stations. Passengers for Willow Grove, Hatboro' and Hartsville take stage at Abington. At 5.20 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 Easton, Allentown, Mauch Chunk. At 6.20 P. M.—Accommodation for Lansdale, stopping at all intermediate stations. At 11.30 P. M.—Accommodation for Fort Washington. TRAINS ARRIVE IN PHILADELPHIA. From Bethlehem at 8.15 A. M., 2.05 and 8.40 P. M. 2.05 P. M. Train makes direct connection with Lehigh Valley trains from Easton, Scranton, Wilkesbarre, Mahanoy City and Hazleton. Passengers leaving Easton at 11.20 A. M. arrive in Philadelphia at 2.05 P. M. Passengers leaving Wilkesbarre at 1.30 P. M. connect at Bethlehem at 6.15 P. M., and arrive in Philadelphia at 8.40 P. M. From Doylestown at 8.25 A. M., 5.10 and 7.00 P. M. From Lansdale at 7.30 A. M. From Fort Washington at 11.10 A. M. and 3.05 P. M. ON SUNDAYS. Philadelphia for Bethlehem at 9.30 A. M. Philadelphia for Doylestown at 2.00 P. M. Doylestown for Philadelphia at 7.30 A. M. Bethlehem for Philadelphia at 4.00 P. M. Fifth and Sixth streets Passenger Cars convey passengers to and from the new Depot. White Cars of Second and Third Streets Line and Union Line run within a short distance of the Depot. Tickets must be procured at the Ticket office, in order to secure the lowest rates of fare. ELLIS CLARK, Agent. Tickets sold and Baggage checked through to principal points, at Mann's North Penn. Baggage Express Office, No. 105 South Fifth street.

CAMDEN AND ATLANTIC RAILROAD. WINTER ARRANGEMENTS. On and after Thursday, October 31st, 1867, trains will leave Vine Street Ferry daily (Sundays excepted): Mail and Freight..........7.30 A. M. Atlantic Accommodation..........3.45 P. M. Junction Accommodation to Atco and intermediate stations..........5.30 P. M. RETURNING, WILL LEAVE ATLANTIC: Mail and Freight..........1.00 P. M. Atlantic Accommodation..........6.00 A. M. Junction Accommodation for Atco..........6.30 A. M. Haddonfield Accommodation will leave Vine Street Ferry..........10.15 A. M. and 2.00 P. M. Haddonfield..........1.00 P. M. and 3.15 P. M. oc30-tf D. H. MUNDY, Agent.