### Sketch of General Edgar M. Gregory.

The following sketch of General Gregory is from the pen of one of his many personal friends and admirers in this city:

Edgar M. Gregory was born at Sand Lake, Rensselaer county, New York, January 1st, 1834. At the age of eighteen he went to Deposit, Delaware county, New York, where he was engaged in business for his brother many years, and afterwards for himself, as a lumber merchant. While at this place he associated himself with the Presbyterian Church, and at the age of thirty he became an elder of the Church; and here also he commanded a regiment of State militia. In 1840 he closed his business at this place and removed to Cincinnati, Ohio, where he was engaged as a lumber merchant and also as a banker. He took a very active part in affairs connected with the Christian Church in Cincinnati, and assisted in instituting a Sabbath school in the western section of the city, from which has originated one of the prominent churches at that place. He has always held a prominent station in public affairs, interesting himself in all the great and good objects of the day, and, in the language of a prominent citizen of Cincinnati, there was no good cause in which he was not engaged which had the glory of God and the good of souls for its object. In home and foreign missions, tract societies, &c., he always took an active part, and he early became the president of the Young Men's Bible Society of Cincinnati, which position he held for sixteen years, never forgetting the poor drunkard and down-trodden slave; the first sharing his labors by night and day, when there was any hope of reclaiming him, and on the subject of slavery he has ever been one of its firm opponents, always predicting to his friends and family that it was the curse of our land, and that it permitted to live long enough, he expected to see war in its cause. For thirty years his prayers have gone up daily for the delivery of slavery. Early in 1860 he became a resident of Philadelphia, and at the breaking out of the rebellion he took an active and prominent part among his fellow-citizens in encouraging enlistments in the different volunteer regiments] which organized in Philadelphia at that time, devoting the most of his time and energies in aiding the cause of the Union and freedom. After he identified himself with the Home Guard organization of the city of Philadelphia, and became captain of Company A, Junior Home Guards, of Thirteenth ward. Shortly after the organization of this body, it was proposed to raise a regiment for field service out of the Home Guard of Philadelphia, which was responded to by several different companies; Captain Gregory being among the first to respond in urging the formation of this regiment for the field, was, at the beginning of the organization, chosen as its colonel, and obtained authority direct from the Secretary of War to proceed at once in its formation. In July, 1861, the enterprise began, and by January his regiment (the 91st P. V.) numbered nearly one thousand men. On the list of that regiment, it left Philadelphia to join the army, and through his exertions, the discipline, management, and line appearance of his regiment excited so much interest in the War Department that it was detained in Washington to act as provost guard of that city, a post of honor which it well deserved.

In taking this position they relieved the 4th Regular U. S. Infantry. While his regiment was engaged in this duty, Col. G. became well known to the Military Department at Washington as being a man of superior ability and intellect, and in a very short time he was ordered to the post of Alexandria, Va., as Military Governor, which laborious and responsible position he filled with but a true patriot and soldier, a polished gentleman, and an upright, honest, business man could have done. In the administration of his military office he more than once showed evidence of such superior qualifications and fitness for his position that the authorities at Washington gave him the uninterrupted management and control of Alexandria for several months. As Military Governor, the indefatigable energy and perseverance with which he administered justice and the business of the Government can never be too much extolled. Never at his post, his hours for business being unlimited, he was from sunrise until midnight, and frequently far into the morning, found busily engaged over the business of the day, never suffering matters accumulating his attention were thoroughly disposed of and settled. His faithfulness to the Government while in this position will long be remembered by those connected with him, and also by those who received justice at his hands; and many of the soldiers who lay wounded and diseased in the hospitals in Alexandria, while he was there, will ever remember the kind and generous heart of the Governor, who was ever mindful of their comfort and care. The celebrated fugitive slave case which he decided is well known to have been a feature of much interest and importance at that time, and his decision was much criticed here, as it was fully published in several prominent papers in July, 1862.

During the time of his office here, he never relinquished the command of his regiment] and its affairs, always commanding the respect and esteem of his men and officers; and when relieved from his position here, which he filled so well, his conduct in the field was equally admirable, always ready in every emergency to lead and share the dangers of his men. In the most perilous of fields, his undaunted courage and gallantry have brought the heart-felt plaudits of his men. His gallantry at the battle of Fredericksburg filled his men with so much confidence and esteem that they shortly afterwards presented him with a magnificent sword, sash, and costly sword as a token of their appreciation of his merits. His honorable and gallant deeds having been brought before the President by prominent army officers, the well-earned rank of brigadier-general has recently been conferred upon him for service rendered. He is a man whom Philadelphia can boast of as being one of the ablest and most worthy soldiers which the State has sent to battle against the enemies of our Government. Few have borne as prominent a part in the fields and dangers of this war, although but little of his merits have ever been brought before the public, as a colonel he has acquitted himself as one of the most competent and reliable officers in the army, and there is every reason to believe that his new position as general he will not fail to render services worthy of his rank. He has been twice wounded in battle.

### THE VOTE OF THE SOLDIERS.

#### MILITARY.

ENLISTMENTS YESTERDAY.

Warrants were issued yesterday morning for the payment of the city bounty to sixty-three men, two of whom enlisted for four years, fifty-six for three years, and five for one year. The credits were as follows: Third ward, 1; Fifth ward, 1; Sixth ward, 13; Seventh ward, 2; Eighth ward, 1; Tenth ward, 13; Thirteenth ward, 6; Fifteenth ward, 8; Twentieth ward, 3; Twenty-second ward, 5; Twenty-third ward, 8.

DESERTERS.

The following named soldiers were reported at the Medical Director's office yesterday as having deserted from army hospitals in this department:

*McClellan Hospital.*—Sylvester Byrnes, Co. H, 99th Pennsylvania.

*Turner's Lane Hospital.*—Geo. W. Chase, Co. C, 122d New York; Albert Miller, 1st Maine Heavy Artillery; John Mahar, Co. K, 10th Maine Heavy Artillery; John McDonald, Co. C, 2d New York Cavalry.

*Filbert-street Hospital.*—Harvey C. Bird, Co. B, 184th Pennsylvania.

DEATHS.

The following deaths of soldiers were reported at the Medical Director's office yesterday from army hospitals in this department:

*Filbert-street Hospital.*—David Walsh, Co. D, 100th New York.

*McClellan Hospital.*—Geo. C. Barker, Co. L, 10th New York Heavy Artillery.

*Turner's Lane Hospital.*—John H. Williams, Co. B, 104th Pennsylvania.

*Chestnut Hill Hospital.*—Geo. A. Dewell, Co. E, 16th Pennsylvania Cavalry; F. Weeks, Co. M, 6th New York Heavy Artillery.

*Beverly Hospital.*—Jonathan Hughes, Co. D, 140th Pennsylvania.

### MISCELLANEOUS.

WATER.

The work of extending the Kensington Water Works is being rapidly completed. The two piers are finished, and the suction-main is being put in its place. The reservoir at Fairmount and the forebay are being cleaned. It is ten years since this work was performed, and a deposit of mud of a foot in depth has been formed in that time, diminishing to that extent the capacity of the reservoir. One basin at a time is cleaned, and the mud is sent down through a chute or through mules and carts to the foot of the hill. It is then taken to fill up ground in the Park. The work is pushed forward rapidly by means of a portable steam engine and other contrivances. There are about 217,800 tons of mud to be removed. The space occupied by the basins is about five acres. The old wheel-house has not been in operation for some time, owing to the forebay being cleaned out. All the water now used is forced by the wheels and pumps in the new wheel-house. A large number of fish have been captured in the basins. Some of them are quite large, and have no doubt lived in the basins for some time. The old mineral spring near the Spring Garden Water Works, which was famous some thirty years ago, has been cleaned out, and a pipe laid so as to convey the water to the works for the use of visitors. The water is said to be much better than that from the spring in Fairmount Park.

THE VOTE OF THE SOLDIERS.

Among the returns opened this morning, by the Prothonotary of the Court of Common Pleas, were the following: Seven companies of the 90th Regiment, Colonel Lyle, give 17 Lincoln, 33 McClellan; seven companies of the 198th Regiment, 136 Lincoln, 17 McClellan; Fort Mifflin, 27 Lincoln, 12 McClellan; Company H, 1st Artillery, 5 Lincoln, 23 McClellan; Camp Fry, Washington, 47 Lincoln, 4 McClellan. The vote of Company B, of the 68th Regiment stood 102 to 36; Company F, 77 to 2. The vote on board the United States steamer Powhatan stands 21 Lincoln, 30 McClellan; on the New Ironsides, 39 Lincoln to 29 McClellan. The soldiers' vote, as far as counted, stands Lincoln 1,844; McClellan 900. Lincoln's majority 944.

THE YACHT LILY.

We were informed last evening that the yacht Lily, capsized in a storm on Saturday evening last, was raised yesterday, and will probably be towed up to Philadelphia to-day. At the latest account none of the drowned bodies had been found.

SPLENDID FIREWORKS.

Should the weather prove propitious, the grand display of fireworks, ordered by the Union League, will take place this evening, on Broad street, above Chestnut. The display will commence at eight o'clock.

## THE POLICE.

[Before Mr. Alderman Beitler.]

A PHILADELPHIA OLIVER TWIST.

William Davis, C. L. Davis, and Charles Howard, are the names given by three individuals, arraigned at the Central Station yesterday afternoon by Detective Carlin and Reserve Officer Crout. The parties are charged with robbery. Two of the prisoners were arrested at the United States Hotel, Eleventh and Market streets, and the other at a restaurant near Market and Ninth streets. The evidence in the case may be narrated as follows: Some time since C. L. Davis boarded at the Metropolitan Hotel, on Arch street. Here he became acquainted with a little boy, a brother of the proprietor of the establishment, and finally introduced him to the other two defendants. The party proceeded to New York. The mysterious disappearance of the lad caused a great deal of uneasiness in the family circle, and efforts were made to ascertain his whereabouts. The mystery that veiled the whole affair was not removed until Monday afternoon, when the missing boy was found at the United States Hotel, Market and Eleventh streets, by his brother, the keeper of the Metropolitan. The little fellow narrated a long story of his adventures, and in consequence of these developments, the police officers were called upon, and the arrests were made yesterday morning. It seems the party "cracked" a store in Jersey City, and removed considerable goods, consisting of penknives, gloves, cravats, suspenders, &c., &c. Some of these articles were shown to the little boy, in New York, by one of the Davises. Upon returning to Philadelphia they put up at the United States Hotel, where a boarder was "spotted" by the gang. The little boy was told that he must do the robbery. He was to hide himself under the bed, and take with him one of the valises said to have been stolen from the store in Jersey City. After the man had gone to sleep, the little boy was to steal the watch and give it to Howard, as the latter said if he must have the watch." If the watch should happen to awaken then the knife was to be plunged into his breast. These were the instructions given to the boy. The work was to have been done last night. The recovery of the boy by the father, as aforesaid, frustrated the contemplated robbery and probable murder, and led to the arrest of the trio.

Upon searching the prisoners, and the room they occupied, a pistol was found, and also a blackjack. In the pocket of Wm. Davis a piece of spermaceti candle was discovered.

"What's this for?" said Carlin, as he pulled it from the pocket of Davis.

"To light me up stairs to bed," was the reply.

"They give you small lamps at the hotel for that purpose, don't they?" responded Mr. Carlin.

"Yes, sir, I love they do, but they blow out easily," replied Davis, extending his arms so as to facilitate a further search of his person.

"Couldn't you light them again from the gas burners] on the passage-way?" inquired the detective.

"Don't know; candles don't blow out as easily as a lamp."

"Is that so?" said Carlin. "I didn't know that; you're a smart fellow."

The scene at the room in the hotel was rather amusing. Officer Carlin, having obtained all the points, proceeded to the door of the apartment occupied by Charles Howard, and rapped.

"Who's there?" said a voice from within.

"Open the door quick, Charlie," responded the rapper.

In a moment Charlie sprang from bed, the door was opened, and in walked the detective, a stranger to the inmate.

"Who are you, sir?" demanded Charles.

"Put your clothes on," responded the detective.

"What do you want with me?"

At this moment Carlin seeping a revolver seized that and put it into his pocket.

"What are you going to do with that?"

"Keep it, for the present. Put your clothes on, for I want you to go to Fifth and Chestnut street, to see a friend."

Subsequently the room was searched by Messrs. Crout and Carlin, and beneath the bed occupied by Wm. Davis the blackjack was found. The valises, &c., of the prisoners were taken to the Central Station, and underwent the process of "stripping." The prisoners were committed to await a further hearing, at a time as it will be convenient for the proprietor of the robbed store at Jersey City to appear.

[Before Mr. Alderman Welding.]

FOURTH WARD ELECTION OFFICERS ARRESTED.

Philip Madden, judge; John McKeown and John O'Kane, inspectors; R. J. Murray and Charles McCallister, clerks; W. H. P. Barnes and Jno. Loughlin, return inspectors; J. Finnegan and J. G. Ralston, return clerks, all of the Eighth division or precinct of the Fourth ward, were arraigned yesterday on the charge of cheating or defrauding at the recent election. The frauds alleged to have been perpetrated have, of late, led to much attention was called in *The Press* some time since, are said to be so gross an outrage as was ever perpetrated on the rights of honest voters. The defendants were held to bail in the sum of $800 each to appear this morning at ten o'clock. The residents of the precinct, who are cognizant of any fraud committed, are requested to be in attendance at the hearing.

[Before Mr. Alderman Hutchinson.]

OUTRAGEOUS CONDUCT.

Two persons, giving the names of H. W. Nagle and John Benners, were arraigned yesterday morning on the charge of entering a lager beer saloon, situated on the second and Coates streets, on Monday night, beating the proprietor most unmercifully, and then attempting to rob the money-drawer. During the disturbance the police pounced into the saloon, and arrested the two alleged aggressors. The defendants were locked up in the nearest station-house for the night, and yesterday they were "dead-headed" to the county prison to await their trial.

## THE COURTS.

### District Court—Judge Sharswood.

Fanny Schelman vs. Ellis Lewis. An action of ejectment to recover possession of certain property in West Philadelphia. The plaintiff alleged that she became the purchaser in 1861, at sheriff's sale, and supposed of the property in question, through her agent, Jeremiah Hossall; and alleging that she had paid for it. It was bid in by Waldron J. Cheyney, as she testified, at the request of Mr. Bonsall, who gave him the impression at the time that it was for the Butchers' and Drovers' Association and not for plaintiff that he was acting. The sheriff's title was taken by and in the name of Mr. Cheyney, who soon after, at the instance of Jeremiah Bonsall, conveyed the property to Mr. Bonsall, and he in turn to the Farmers' and Mechanics' Bank. From the Bank Mr. Lewis, the defendant, took title, which in this suit he defended.

His defence was that he purchased of the Bank for value, and that he had no notice of an adverse claim. Verdict for defendant.

Hamsden & Co. vs. Tomlinson. An action on book account; before reported. Verdict for plaintiff, $1,041.65.

Joseph R. Flanagan vs. The City of Philadelphia. An action of replevin. Verdict for defendant. Rent in arrears $2,261.62; value of goods $300.

Wm. S. Mann vs. Catharine Selfridge, administratrix of R. Selfridge, deceased. Promissory note. Verdict for plaintiff $5,216.14.

### District Court—Judge Hare.

Eluathan Pettit vs. Richard B. Osborne. An action to recover commissions for negotiating the sale of certain real estate. The plaintiff, it seems, was employed by a Mr. Lawrence to sell his farm, in Delaware. Mr. Lawrence took some of Mr. Osborne's property in part payment for his farm, upon which the plaintiff charged both parties a commission. The defence was that Mr. Osborne did not employ plaintiff as his agent, and that he was represented throughout the transaction by his own conveyancer. Verdict for defendant. Ruddiman for plaintiff, Mitchell for defendant.

Sophia Mingle vs. Hoff & Fontaine, garnishees of Andrews and Wilson. An attachment execution. Verdict for plaintiff $667.25.

Henry T. Coleman vs. Gustave Klaeckrick. An action to recover damages for the alleged flooding of plaintiff's premises, by leakage from a water-pipe on defendant's premises. Jury out. Well for plaintiff, Longstreet for defendant.

### Court of Common Pleas—Judge Allison.

Wilson C. Weeker vs. Thomas Hardin. A feigned issue to test the validity of the will of William Hardin, late of West Philadelphia, deceased. The will is contested upon the ground that the deceased, at the time of its execution, was of unsound mind, produced by medicine, viz., morphine, and, therefore, incapable of making a will. On trial.

### RAILROAD LINES.

THE PENNSYLVANIA CENTRAL RAILROAD.

PHILADELPHIA TO PITTSBURG—356 MILES.

The Ticket Office of the PENNSYLVANIA CENTRAL RAILROAD is now located at the New Depot of the Company, THIRTIETH and MARKET STREETS, Philadelphia.

On and after MONDAY, October 31st, 1864, Trains will leave Philadelphia as follows:

**8.00** A. M.—MAIL TRAIN, with the following connections: Arrive at WEST CHESTER INDEF. SECTION 9.05 A. M., and connect with West Chester Railroad, arriving at West Chester 9.30 A. M. At DOWNINGTOWN 9.35 A. M., connecting with train for Waynesburg, and reaching there at 11.10 A. M. At COLUMBIA 11.50 A. M., connecting with Northern Central Railroad, and reaching Erie at 2.50 P. M. Hanover Junction 3.30 P. M., Hanover 4.45 P. M., and Gettysburg 5.15 P. M. At Lancaster, with train on Reading and Columbia Railroad, leaving at 2 P. M. Arrive at HARRISBURG 1.20 P. M., connecting with Northern Central trains North, and with train for points South on Northern Central R.R., leave at 1.30 P. M., arrive at York at 2.07 P. M., Hanover Junction 3.32 P. M., Hanover 4.07 P. M., and Gettysburg 4.45 P. M.

Leave Harrisburg 1.40 P. M., arrive at Sunbury 4.20 P. M., Milton 5.03 P. M., Williamsport 6.15 P. M., Lock Haven 7.05 P. M. (Passengers for Elmira, Rochester, Canandaigua, Niagara Falls, etc., reach Elmira at 10.45 P. M., and Buffalo at 6.15 A. M.) (Passengers for Danville, Bloomsburg, Berwick, Beech Haven, Shickshinny, Plymouth, Kingston, Wyoming, Pittston, and Scranton, take the Lackawanna and Bloomsburg trains at Northumberland.) At HARRISBURG, for points South on Northern Central R.R., leave at 1.30 P. M., arrive at York at 2.07 P. M., Hanover Junction 3.32 P. M., Hanover 4.07 P. M., and Gettysburg 4.45 P. M.

Leave Harrisburg 2.40 P. M. Leaving Tyrone on Clearfield Railroad at 5.05 P. M., and arriving at Hillsburg at 11 A. M. At CRESSON, 7.34 A. M., connection is made with branch train for Ebensburg, and arriving there at 12.30 P. M. At BLAIRSVILLE INTERSECT, 9.05 A. M., connecting with branch train leaving Blairsville at 10.15 A. M., and Indiana, 11.45 A. M. (Blairsville also connects at Blairsville with the Pittsburg and Pennsylvania Railroad, arriving at Salisbury at 11 20 A. M.) Arrives at PITTSBURG at 12.40 P. M., and connects for all points West.

**10.00** P. M.—PHILADELPHIA EXPRESS, stops only at Downingtown, Lancaster, Harrisburg, Marysville, Newport, Mifflin, Lewistown Junction, Huntingdon, Altoona, Gallitzin, and Conemaugh. At HUNTINGDON, with Broad Top Railroad, leaving there at 3 A. M., and arriving at Dudley, 4 A. M.; Mt. Dallas, 4 A. M., and thence by stage to Bedford. At ALTOONA, at 9.15 A. M., connection is made with train leaving Hollidaysburg, reaching there at 9.45 A. M., and thence by hack to Bedford. Arrives at PITTSBURG at 2.40 P. M., making close connections at Pittsburg with the lines of the diverging roads from that point, North to the Lakes, West to the Mississippi and the Missouri Rivers, and South and Southwest by rail and steamboat to the Mississippi River.

For further information, apply at the Passenger Station, corner of THIRTIETH and MARKET Streets, Philadelphia

nov5-tf JOHN F. VANDLER, Jr., Ticket Agent.

1864. ARRANGEMENTS OF NEW YORK LINES. 1864.

THE CAMDEN AND AMBOY AND PHILADELPHIA AND TRENTON RAILROAD COMPANY'S LINES, FROM PHILADELPHIA TO NEW YORK AND WAY POINTS, FROM WALNUT STREET WHARF, WILL LEAVE AS FOLLOWS—VIZ:

| | FARE. |
|---|---|
| At 6 A. M., via Camden and Amboy, C. and A. Accommodation | $2 25 |
| At 8 A. M., via Camden and Jersey City, Morning Express | 3 00 |
| At 12 M., via Camden and Amboy, C. and A. Accommodation | 2 25 |
| At 2 P. M., via Camden and Amboy, C. and A. Express | 2 25 |
| At 4½ P. M., via Camden and Amboy, Accommodation (Freight and Passenger) | 1 75 |
| At 8 P. M., via Camden and Amboy, Accommodation (Freight and Passenger)—1st Class Ticket | 2 25 |
| Do. do. 2d Class Ticket | 1 50 |
| At 7½ P. M., via Camden and Amboy, Accommodation (Freight and Passenger)—1st Class Ticket | 2 25 |
| Do. do. 2d Class Ticket | 1 50 |

For Manch Chunk, Allentown, Bethlehem, Belvidere, Easton, Lambertville, Flemington, &c., at 3.30 P. M.

For Mount Holly, Evansville, Pemberton, and Vincentown, at 6 A. M., 2 and 5 P. M.

For Freehold at 6 A. M., and 2 P. M.

For Palmyra, Riverside, Beverly, Burlington, Florence, Bordentown, &c., at 6 A. M., 12 M., 1, 3.30, 5, and 6 P. M. The 3.30 and 5 P. M. lines run through to Trenton.

For Palmyra, Riverton, Delanco, Beverly, and Burlington, at 7 P. M.

Steamboat Trenton, for Bristol, Burlington, Beverly, Torresdale, and Tacony, at 6.30 A. M. and 2.30 P. M.

LINES FROM KENSINGTON DEPOT WILL LEAVE AS FOLLOWS:

At 11.15 A. M., via Kensington and Jersey City, Express | 3 00
At 4.30 P. M., via Kensington and Jersey City, Express | 3 00
At 6.45 P. M., via Kensington and Jersey City, Washington and New York Express | 3 00
At 12 P. M., (Night), via Kensington and Jersey City, Washington and New York Mail | $2 25

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

*For Buffalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghampton, Great Bend, Montrose, Wilkesbarre, Scranton, Stroudsburg, Water Gap, Manch Chunk, Allentown, Bethlehem, Belvidere, Easton, Canandaigua, Niagara Falls, etc., reach Elmira at 10.45 P. M., and Buffalo 6.15 A. M.) (Passengers for Danville, Bloomsburg, Berwick, Beech Haven, Shickshinny, Plymouth, Kingston, Wyoming, Pittston, and Scranton, take the Lackawanna and Bloomsburg trains at Northumberland.) At HARRISBURG, for points South on Northern Central R.R., leave at 1.30 P. M., arrive at York at 2.07 P. M., Hanover Junction 3.32 P. M., Hanover 4.07 P. M., and Gettysburg 4.45 P. M.

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**10.45** P. M.—PHILADELPHIA EXPRESS, stops only at Downingtown, Lancaster, Harrisburg, Marysville, Newport, Mifflin, Lewistown Junction, Huntingdon, Altoona, Gallitzin, and Conemaugh. At HUNTINGDON, with Broad Top Railroad, leaving there at 8 A. M., and arriving at Dudley, 9 A. M.; Mt. Dallas, 9 A. M., and thence by stage to Bedford. At ALTOONA, at 9.15 A. M., connection is made with train leaving Hollidaysburg, reaching there at 9.45 A. M., and thence by hack to Bedford. Arrives at PITTSBURG at 2.40 P. M., making close connections at Pittsburg with the lines of the diverging roads from that point, North to the Lakes, West to the Mississippi and the Missouri Rivers, and South and Southwest by rail and steamboat to the Mississippi River.

For further information, apply at the Passenger Station, corner of THIRTIETH and MARKET Streets, Philadelphia

nov-tf JOHN F. VANDLER, Jr., Ticket Agent.

1864. PHILADELPHIA AND ERIE RAILROAD. 1864.

THE GREAT LINE.

This great line traverses the Northern and Northwest counties of Pennsylvania to the city of Erie, on Lake Erie.

It has been leased by the PENNSYLVANIA RAILROAD COMPANY, and is operated by them.

It offers unrivalled facilities for passenger and freight business October 17th, 1864.

TIME OF PASSENGER TRAINS AT PHILADELPHIA.

Leave Westward.

| | |
|---|---|
| Mail Train | 7.50 P. M. |
| Elmira Express Train | 7.50 A. M. |

Passenger cars run through on Mail Train without change both ways between Philadelphia and Erie, and Baltimore and Erie.

Elegant Sleeping Cars on Elmira Express Trains both ways between Williamsport and Baltimore.

For information as to freight business, apply corner THIRTIETH and MARKET Sts., Philadelphia, and for freight business of the Company's Agents.

A. S. KINSTON, Jr., corner THIRTEENTH and MARKET Streets, Philadelphia.

J. W. REYNOLDS, Erie.

J. M. DRILL, Agent N. C. R. R., Baltimore.

H. H. HOUSTON,
General Freight Agent, Philadelphia.

H. W. GWINNER,
General Ticket Agent, Philadelphia.

CHARLES PUGH,
General Manager, Williamsport.

REMOVAL.—THE PHILADELPHIA AND ELMIRA R. R. LINE have removed their Office from Sixth and Chestnut streets to 425 CHESTNUT Street, under the Philadelphia Bank.

The only direct route for the Oil Regions of Pennsylvania, Williamsport, Elmira, BUFFALO, SUSPENSION BRIDGE, NIAGARA FALLS, and all places in the Western and Northwestern States, and the Canadas.

Through First-class and Emigrant tickets.

Passenger Trains leave depot Sixth and Reading Railroad, corner THIRTEENTH and CALLOWHILL Streets, at 8 A. M., and 3.30 P. M., daily, except Sundays.

For further information apply at the office, 425 CHESTNUT Street.

J. VAN-HORN, Ticket Agent.
JOHN S. HILLES, General Agent.
oct-tf THIRTEENTH and CALLOWHILL Sts.

### EXPRESS COMPANIES.

THE ADAMS EXPRESS COMPANY, Office 326 CHESTNUT Street, forwards Parcels, Packages, Merchandise, and Specie to all points in the above lines or in connection with other Express Companies, to all the principal Towns and Cities in the United States.

fe27 ALDEN SARTWELL,
General Superintendent.

RARITAN AND DELAWARE BAY RAILROAD.—To Long Branch, Atsion, Manchester, Tom's River, Barnegat, Red Bank, &c.

On and after MONDAY, August 1st, Trains will leave CAMDEN, for LONG BRANCH, at 8 A. M. Returning will leave Long Branch at 12.45 P. M.

THROUGH TICKETS TO NEW YORK DIRECT BY RAIL.

A Freight Train, with passenger car attached, will start for Stations on the main line, daily, from CAMDEN DEPOT, foot of Market st., at 4 P. M.

Stages connect at Woodmansie and Manchester for Barnegat and Tom's River.

Stages at Atsion connect at Farmingdale, for Point Pleasant, Squan Village, Blue Ball, and Our House Tavern.

For further information apply to Company's Agent, L. B. COLE, at Cooper's Point, Camden.

WM. J. SHEPHERD, Jr.,
General Superintendent.

1864. PHILADELPHIA AND WILMINGTON AND BALTIMORE RAILROAD. 1864.

TIME TABLE.

On and after SUNDAY, November 13th, 1864, Passenger Trains leave Philadelphia for

Baltimore at 5.30 A. M. (Express, Mondays excepted.) 8.05 A. M., 12 M., 2.30, 3.50, and 10.30 P. M.

Chester at 5.05, 11.15 A. M., 2.30, 4.5.30, and 11 P. M.

Wilmington at 5.05, 6.30, 8 A. M., 12 M., 2.30, 4, 5.30, and 11 P. M. (Express, Mondays excepted.) 8.05, 11.15 A. M., 2.30, 4, 5.30, 10.30, and 11 P. M.

New Castle at 8.05 A. M. and 4 P. M.

Dover at 8.05 A. M. and 4 P. M.

Milford at 8.05 A. M.

Salisbury at 8.05 A. M.

TRAINS LEAVE PHILADELPHIA LEAVE

Baltimore at 8.45, 9.40 A. M., (Express,) 1.10, 4.40, 6.35, and 10 P. M.

Wilmington at 8.45, 7.15, 9.15 A. M., 12.24, 1, 2.30, 4.33, 6.30, 8.35 and 10 P. M.

Chester at 8.45, 9.55 A. M., 1, 3.13, 5, 7.20, and 9.10 P. M.

Leave Baltimore for Salisbury and intermediate stations at 10.25 P. M.

Leave Wilmington for Dover and intermediate stations at 1.10 P. M.

TRAINS FOR BALTIMORE

Leave Chester at 6.40, 8 A. M., 12.30 11.06 P. M.

Leave Wilmington at 6.11, 9.25 A. M., 3.51, 4.56, 11.46 P. M.

Freight Train with Passenger Car attached will leave Wilmington for Perryville and intermediate places at 7.40 P. M.

SUNDAYS.

From Philadelphia to Baltimore only at 5 A. M. and 10.30 P. M.

From Philadelphia to Wilmington at 5 A. M., 10.30 and 11 P. M.

From Wilmington to Philadelphia at 1.48 A. M. and 5.30 P. M.

Only at 10.25 P. M. from Baltimore to Philadelphia.

H. F. KENNEY, Sup't.

WEST JERSEY RAILROAD LINES.

NEW ARRANGEMENT.

On and after TUESDAY, November 1st, 1864, Trains will leave from WALNUT-STREET FERRY as follows:

For CAPE MAY and all places south of Millville at 9 A. M. and 3 P. M.

For MILLVILLE, BRIDGETON, SALEM, and all intermediate places south of Glassboro, at 9 A. M. and 3 P. M.

For GLASSBORO at 9 A. M., 12 M., and 3 P. M.

For CAMDEN, MOORESTOWN, MT. HOLLY, BURLINGTON, FLORENCE, &c., at 9 A. M., 12 M., 3 and 6 P. M.

RETURNING.

Leave Cape May at 5 A. M. and 12.45 A. M.

Leave Millville at 8.10 A. M. and 3 P. M.

Leave Bridgeton at 7.15 A. M. and 3.10 P. M.

Leave Salem at 7 A. M. and 3 P. M.

Leave Woodbury at 7, 8.27, and, 9.47 A. M., and 4.45 P. M. and 6.10 P. M. to Camden only.

The WEST JERSEY EXPRESS COMPANY will attend to all the usual branches of Express Business, receive, deliver, and forward through other responsible Express Companies to all parts of the country any article entrusted to them.

A Special Messenger accompanies each Through Train.

Office, No. 5 WALNUT Street.

J. VAN RENSSELAER, Superintendent.

PHILADELPHIA, Nov. 1, 1864. no1-tf

WEST CHESTER AND PHILADELPHIA RAILROAD, VIA MEDIA.

CHANGE OF HOURS.

On and after MONDAY, Oct. 10, 1864, the trains will leave Philadelphia, from Depot corner of THIRTY-FIRST and MARKET Streets (West Philadelphia), at 8.15 and 11 A. M., and at 2, 4.15, and 6.30 P. M. Leave West Chester at 6.35, 8.15, and 10.30 A. M., and 1.30 and 4.30 P. M.

On Sundays leave Philadelphia at 8.30 A. M., and 2 P. M. Leave West Chester at 8 A. M. and 4 P. M.

Trains leaving Philadelphia at 8.15 A. M., 4.15 P. M., and West Chester at 8 15 A. M. and 4.30 P. M., connect with trains on the Baltimore Central Railroad for Oxford and intermediate points.

Passengers are allowed to take wearing apparel only as baggage, and in no case will the Company be responsible for an amount exceeding $100.

HENRY WOOD, Superintendent.

NEW RAILROAD LINE NORTH—PHILADELPHIA TO BROOKLYN—THROUGH IN FIVE HOURS. FARE TWO DOLLARS—EXCURSION TICKETS THREE DOLLARS—GOOD FOR THREE DAYS.

On and after MONDAY, August 1, 1864, trains will leave foot of VINE Street, Philadelphia, EVERY MORNING at 8 o'clock, for Camden, through the Camden and Atlantic and Raritan and Delaware Bay Railroads to Port Monmouth, and by the commodious steamer Jesse Hoyt, to foot of Atlantic street, Brooklyn. Returning, leave Atlantic street wharf every day, Sundays excepted, at 11 A. M.

Tickets sold in the city of New York are notified not to apply for passage by this line, the State of New Jersey having granted to the Camden and Amboy monopoly the exclusive privilege of carrying passengers and freight between the cities of Philadelphia and New York.

W. P. GRIFFITH, Jr.,
General Superintendent.

### RAILROAD LINES.

NORTH PENNSYLVANIA RAILROAD—For BETHLEHEM, DOYLESTOWN, MAUCH CHUNK, EASTON WILLIAMSPORT, WILKESBARRE, &c.

WINTER ARRANGEMENT.

Passenger Trains leave the new Depot, THIRD Street, above Thompson street, daily (Sundays excepted), as follows:

At 7.30 A. M. (Express) for Bethlehem, Allentown, Mauch Chunk, Hazleton, Williamsport, Wilkesbarre, &c.

At 8.30 P. M. (Express) for Bethlehem, Easton, &c.

At 5.15 P. M. for Bethlehem, Allentown, Mauch Chunk.

For Doylestown at 6.50 A. M. and 4.15 P. M.

For Fort Washington at 1.15 P. M.

For Lansdale at 6.15 P. M.

White cars of the Second and Third-streets Line City Passenger Railway run directly to the new Depot.

TRAINS FOR PHILADELPHIA.

Leave Bethlehem at 6.30 A. M., 10.02 A. M., and 6.15 P. M.

Leave Doylestown at 6.30 A. M. and 3.45 P. M.

Leave Lansdale at 6.10 A. M.

Leave Fort Washington at 2.20 P. M.

ON SUNDAYS.

Philadelphia for Doylestown at 9.30 A. M. and 4.15 P. M.

Doylestown for Philadelphia at 7 A. M. and 2 P. M.

ALBERT C. L. CRAWFORD, Secretary. fe22-tf

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 nearly forty years, continues to insure against Loss or Damage by Fire, on Public or Private Buildings, either permanently or for a limited time, on Furniture, Stocks, Goods, or Merchandise generally, on liberal terms.

Their capital, together with a large Surplus Fund, is invested in the most careful manner, which enables them to offer to the insured an undoubted security in the case of loss.

DIRECTORS.

Jonathan Patterson, Daniel Smith, Jr.,
Alexander Benson, John Devereux,
Isaac Hazlehurst, Thomas Smith,
Thomas Robins, Jacob P. Lewis,
J. Gillingham Fell,
JONATHAN PATTERSON, President.
WILLIAM G. CROWELL, Secretary.

INSURANCE COMPANY OF THE STATE OF PENNSYLVANIA.—OFFICE Nos. 4 and 5 EXCHANGE BUILDINGS, north side of WALNUT Street, between DOCK and THIRD Streets, Philadelphia.

INCORPORATED IN 1794—CHARTER PERPETUAL.

PROPERTIES OF THE COMPANY, FEBRUARY 1, 1864: $625,817 52.

MARINE, FIRE, AND INLAND TRANSPORTATION INSURANCE.

DIRECTORS.

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| Charles Macalester. | Thomas B. Watson. |
| William S. Smith. | Henry G. Freeman. |
| William R. White. | Charles S. Lewis. |
| George H. Stuart. | George C. Carson. |
| Samuel Grant, Jr. | Edward C. Knight. |
| John B. Austin. | |

HENRY D. SHERRERD, President.
WILLIAM HARPER, Secretary. no15-tf

FAME INSURANCE COMPANY,
No. 406 CHESTNUT STREET,
PHILADELPHIA.
FIRE AND INLAND INSURANCE.

DIRECTORS.

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FRANCIS N. BUCK, President.
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