"FEDERAL."

We have received the following communication from a venerable scholar and divine which we cheerfully give place to in our columns:—

To the Editor of the Evening Telegraph:—

This word is defined by Webster:—"1. Pertaining to a league or contract; derived from an agreement or covenant between parties, particularly between nations.

"2. Consisting in a compact between parties, particularly and chiefly between states or nations; founded on alliance by contract or mutual agreement; as a *Federal* Government, such as that of the United States."

Now, Mr. Editor, with all due deference to the great lexicographer—and I admit the measure due is very great—yet, will you allow me to say, if this definition, with the exemplification, be correct and true, then is the arch-rebel and his associate secessionists right, and Abraham Lincoln and all of us are wrong. It ours is a *federal Government*, "derived from an agreement or covenant between parties, particularly between nations," and if these parties in our case are the States viewed as "nations," who have of their own sovereign pleasure formed alliance by contract or mutual agreement, and thus given existence to "a *federal* Government," then is ours a *confederation of States*, and not a *national Government*. Now this last is precisely the grand taken by Mr. Patterson in the grand convention, when he advocated "the Jersey plan," of which he was the parent and the most able supporter. He expressly and explicitly denied that we, the people or the States were a nation and that the Convention had any right and power to form a National Constitution and Government (see Madison Papers, p. 831 to 834.) He affirmed it was and should be *purely Federal* (p. 834.) Wilson did the same, calling it a "league confederated republic" (p. 704), and a "confederation" (p. 800). And Elsworth moved a modification of Randolph's third resolution, so as to leave out the word *national*.

In opposition to this stood Randolph's fifteen resolutions, all tending to nationality. These were called "the Virginia Plan." This latter was advocated by all the prominent men of the South, except Lowndes and Martin. The Jersey scheme, or State Rights doctrine was supported chiefly by the New England members, and some from New Jersey and Pennsylvania.

But I may not discuss the general subject. The object of this paper is to ask the attention of your numerous and intelligent readers to a fact which really constitutes a powerful proof against this Westerian doctrine that gives so much encouragement to the denationalizing doctrine of secession as a right of every State. The fact is this, viz:—the almost total repudiation of the word *Federal* from the practical vocabulary of the National Convention. In the Old Articles the word *Confederation* occurs eight times; in the Constitution twice only:—Article 1, Section 10. "No State shall enter into any confederation." Article VI. "All debts, etc., shall be as valid as under the *Confederation*." Never is the word applied to the Constitution or Government.

But the main point, and a remarkable one, is, that in all the *discussions*, as noted in the Madison papers, a similar repudiation occurs. I have had curiosity, on reading these invaluable documents, to mark down all the instances, paging them in regular progress, wherein occur the phrases, *National Government, National Legislature, National Representatives, General Government, National Constitution*, and I find, on a count with the record now before me, that, from page 731 to page 1601, including Madison's account of the entire discussions in the Convention, viz., 870 pages, the above phrases occur *three hundred and eight times*. The phrase *Federal Government* occurs but once. It is used by Sherman on page 782.

It is used sixteen times in other connections; and once in the letter to Congress we have the phrase, *Federal Government*, but in reference to the actual system then in operation, which was, professedly, a confederation. If errors occur in my enumeration, they will be those of omission. Cases may have escaped notice and record, but if so, they would strengthen the congeries, as a basis of argumentation. Now I submit, that this most remarkable accumulation of epithets, implying nationality, and this equally remarkable repudiation of the word *federal*, combined together, prove that the men of the Convention considered themselves as laboring for the establishment, not of a *Confederation of States*, not of a *Federal Government*, but of a *National Government*. THEOPHILUS.

MATTERS OVER THE RIVER.

COUNCIL.—At the last meeting of the City Council, decided measures were taken in reference to keeping the streets of the city cleaned. The Sanitary Committee was authorized to employ a clerk during the summer, in order that the complaints of citizens may at once be attended to, and to whom cases of cholera, etc., are to be reported, in that scourge happens to make its appearance in Camden. Resolutions were likewise passed authorizing the opening and curbing of streets; also for paving gutters, and otherwise improving the city. A commission was appointed to assess damages for opening Linden street, from Second street, through to the river front. An application was made by the Police force, asking that their pay be increased to fourteen dollars per week. They complain that they have to submit to a heavy shave before they can get their orders paid, and the increase asked for would only cover the percentage to which they are liable in getting their orders cashed. Considerable other business was transacted, when the Council adjourned.

THE STEAM ENGINE COMPANIES.—The Directors of the Camden Steam Fire Engine Companies have petitioned Council to increase their annual appropriations from four hundred to one thousand, in order that they can be the better enabled to perform service at fires. They each have a pair of fine horses, and these, together with other ordinary expenses, absorb more than the appropriations formerly received. The request of these two companies, the Weccacoe and the Independence, is just and should be granted.

HANDSOME HALL.—A number of influential and wealthy gentlemen in Camden are taking measures to erect an extensive and finely arranged Hall, for public lectures, meetings, concerts, and purposes of that character. The building will be one hundred and twenty feet long by eighty-one wide, and will cost about forty-five thousand dollars, of which fifteen thousand dollars have already been pledged. This will be one of the finest structures in Camden, and will be centrally located. Plans have been drawn. The main audience room is to be one hundred and seventeen feet by seventy-five, giving ample capacity for all practical purposes.

CITY INTELLIGENCE

For Additional City Intelligence see Third Page.

ONE MORE UNFORTUNATE.—This morning about 9 o'clock Wm W Lee, residing in Mervine street, committed suicide while in the prison van, being conveyed from the Cherry Street Police Station to the Central. He was arrested last night in a drunken condition, and is said to have been drinking for several days. He was undoubtedly insane from the use of liquor. While the van was being driven down Fourth street, in the neighborhood of Arch, the driver heard groans issuing from the inside, and called Officer William Moore, of the Fourteenth Ward Police, to his assistance. Upon investigation being made, Lee was found with a horrible gash in his throat and in a dying condition. The implement used for his own destruction was a small penknife, which was found near him, covered with blood. His body was taken to the Central Station to await the Corner's inquest.

ENTERPRISING.—We are astonished at the transformation taking place in the building at the S E corner of Sixth and Market streets, occupied by our esteemed friends, Wanamaker & Brown, the popular Clothers, who seem to have taken hold of the hearts of the Philadelphia people, and drawn their bodies in such large numbers to their establishment for their handsome makes of clothing, that it has become necessary to extend their building, which, though a very difficult operation, is being admirably accomplished through the wisdom of the well-known builder, John McClure, Esq. We shall not enter into the details of these improvements at this time as we hope to make an extended notice of this great establishment when the entire work is completed. Uncertainty is, however, a good time to purchase clothing, as they must reduce their stock whilst these alterations are going on.

EXCURSIONS ON THE SCHUYLKILL.—The steamer *Silver Wave* is now running on the Schuylkill, from Fairmount to the Falls, stopping at Columbia Bridge, or Washington Retreat, and Laurel Hill each way. The *Wave* runs *every day in the week*, leaving Fairmount at 8 A. M., and every hour and a quarter thereafter during the day.

A DEAD CHILD FOUND.—The body of a dead child was found last evening at Twenty-fourth and Spruce streets. The mystery can only be explained by the result of the Coroner's inquest.

BURGLARY.—The residence of Mr. Thayer, in Pine street, near Nineteenth, was entered last night by a sneak thief, and a quantity of silverware was abstracted. The parties have not yet been arrested.

THE SUNDAY PRESS will contain, in addition to the usual amount of news and reading matter, the great speech of Hon Glenni W. Schofield, delivered in the House to-day on the strength of the Rebel States when united with the Copperheads of the North in the next Congress and Electoral College. This powerful argument should be read by all politicians, inasmuch as it exhausts the question, and is filled with information and warning.

"POLAR REFRIGERATOR," Bartlett's patent, manufactured by J. S. Clark, No. 1008 Market street, will this season carry off the palm. He has had a large force at work for months past in getting up A No. 1 stock of these indispensable household articles, and has brought out an entirely new Refrigerator, which will strike every intelligent purchaser as the best thing of the kind yet given to the public in this department of the mechanic arts. We allude to his splendid new *Polar Refrigerator*, the superiority of which consists in its *economical consumption of ice*, and as unpounded excellence in preserving meats and other provisions the longest period of time with the least expense. We would advise those in want of Refrigerators to call at J. S. Clark's manufactory, No. 1008 Market street, and make their purchases, as Mr. Clark is one of the largest manufacturers of Refrigerators in the country, and, what is more, in view of the unsettled state of business, he has determined during the present season to retail his Refrigerators at wholesale prices.

THE SUNDAY PRESS will contain, in addition to the usual amount of news and reading matter, the great speech of Hon Glenni W. Schofield, delivered in the House to-day, on the strength of the Rebel States when united with the Copperheads of the North in the next Congress and Electoral College. This powerful argument should be read by all politicians, inasmuch as it exhausts the question, and is filled with information and warning.

IMPORTANT TO HOUSEKEEPERS AND BUILDERS.—What the community have long wanted is a good Kitchen Range suitable for summer and winter. Mr. J. S. Clark, No 1008 Market street, has been many months perfecting such a range. It has two cylinders, one for summer and the other for winter, which can be easily adjusted, and give but little heat in the kitchen in summer while in winter it will heat three rooms comfortably. It bakes, boils, roasts, and heats the bath water all at the same time. It is a perfectly *air-tight Gas Consumer*, and requires but half the coal of any other range in use. It keeps fire for a greater length of time, and is a perfect model in every respect. Everybody should see this range at the warerooms of the patentee, Mr. J. S. Clark, No. 1008 Market street, as all who are about to purchase will be convinced of its superior advantages.

THE SUNDAY PRESS will contain, in addition to the usual amount of news and reading matter, the great speech of Hon. Glenni W. Schofield, delivered in the House to-day, on the strength of the Rebel States when united with the Copperheads of the North in the next Congress and Electoral College. This powerful argument should be read by all politicians, inasmuch as it exhausts the question, and is filled with information and warning.

PERRY DAVIS' PAIN KILLER.—This old and well-known remedy, which has acquired a world-wide renown for the cure of sudden colds, coughs, etc., weak stomach, general debility, nursing sore mouth, cankered mouth or throat, liver complaint, dyspepsia, or indigestion, cramp, or pain in the stomach, bowel complaint, painter's colic, Asiatic cholera, diarrhœa and dysentary, has lost none of its good name by repeated trials; but continues to occupy a prominent position in every family medicine chest.

THE SUNDAY PRESS will contain, in addition to the usual amount of news and reading matter, the great speech of Hon. Glenni W. Schofield, delivered in the House to-day, on the strength of the Rebel States when united with the Copperheads of the North in the next Congress and Electoral College. This powerful argument should be read by all politicians, inasmuch as it exhausts the question, and is filled with information and warning.

FOR COUGHS, COLDS, BRONCHITIS, and all affections of the Lungs, take Ayer's Cherry Pectoral, which is sure to cure them.

THE SUNDAY PRESS will contain, in addition to the usual amount of news and reading matter, the great speech of Hon. Glenni W. Schofield, delivered in the House to-day, on the strength of the Rebel States when united with the Copperheads of the North in the next Congress and Electoral College. This powerful argument should be read by all politicians, inasmuch as it exhausts the question, and is filled with information and warning.

BY B. SCOTT JR., Auctioneer, No. 1020 Chesnut street. Peremptory sale of Alabaster Vases, Ornaments, and Statuettes, this evening, 28th instant, at 7 o'clock, at the Art Gallery, No. 1020 Chesnut street, will be sold, an assortment of Agate, Bardiglio, and Siena Vases, Card Receivers, Statuettes, etc., being the balance of invoices ex ships *Jupiter* and *Molocka*. Open for examination this day.

MARKED!—by public approval, Hasheesh Candy, as being the best remedy known in all cases of Throat or Lung difficulties. For sale by all druggists.

THE SUNDAY PRESS will contain, in addition to the usual amount of news and reading matter the great speech of Hon. Glenni W. Schofield, delivered in the House to-day, on the strength of the Rebel States when united with the Copperheads of the North in the next Congress and Electoral College. This powerful argument should be read by all politicians, inasmuch as it exhausts the question, and is filled with information and warning.

COMPOUND INTEREST NOTES, 7 3-10 and 5-20s wanted. De Haven & Brother, No. 40 S. Third street.

5-20 COUPONS, DUE MAY 1ST, WANTED BY DREXEL & CO., No. 34 SOUTH THIRD STREET.

POPULAR TAILORING.—READY-MADE CLOTHING, AND FINE CUSTOM WORK. WANAMAKER & BROWN, OAK HALL, Southeast corner SIXTH and MARKET Streets.

MARRIED.

BROWN—HEITRICK.—On the evening of the 15th of March, 1866, by Rev. J. H. Peters, Mr. AZARIAH BROWN to Miss KATE VIRGINIA HEITRICK, both of this city.

HENRY—MULHOLLAND.—April 26, by Rev. William Cathcart, GEORGE HENRY to HARRIET K. MULHOLLAND, both of Philadelphia.

DIED.

BATTURS.—On Tuesday evening, the 24th instant, HARRIET LEE, only daughter of Richard M. and Juha T. Batturs.

The friends of the family are respectfully invited to attend the funeral services, on Sunday evening, the 29th instant, at 8 o'clock, from the residence of her parents, No. 1316 N. Twelfth street. **

BROOKS.—On the 26th instant, RICHARD W. BROOKS, in the 35th year of his age.

The relatives and friends of the family, also, the Eastern Star Lodge, No. 186, A. Y. M., Excelsior Mark Lodge, No. 216; Philadelphia H. R. A. Chapter, No 169; Philadelphia Council, No. 11; St. John Commandery, No. 4, A. Y. M.; and the Penomathen Lodge, No. 10, I. O. of O. F., are respectfully invited to attend the funeral, from his late residence, No. 230 Poplar street, on Tuesday morning next at 10 o'clock. Funeral services at the Second Baptist Church.

CORBIN.—On the 25th instant, Mr. AUGUSTUS CORBIN, aged 53 years.

The relatives and friends, and General Marion Lodge, No. 6 I. O. of O. F., are respectfully invited to attend the funeral, from his late residence, No. 315 Burd's alley (below Catharine and Second streets), on Sunday afternoon at 2 o'clock. To proceed to Philanthropic Ground.

CULBERT.—At Brandywine village, Del., on the 26th instant, JAMES W. CULBERT, in the 37th year of his age.

His male friends are respectfully invited to attend the funeral, from his late residence, No 7 Brandywine village, on Monday morning, the 30th instant, at 11 o'clock, without further notice. *

FOYLE.—On the 25th instant, EDWARD FOYLE, in the 57th year of his age.

The relatives and friends are invited to attend his funeral, from his late residence, N. W. corner of Fourth and Noble streets, on Sunday afternoon at 1 o'clock.

JOHNSON.—This morning, the 28th instant, ROBERT S JOHNSON, in his 76th year. *

SARDINE-BOX SHEARS AND OPENERS OF several kinds, Champagne Knives, and Cork-Screws, with other Housekeeping Hardware, may be bought at TRUMAN & SHAW'S, No. 835 (Eight Thirty-five) MARKET St., below Ninth

PRINTED RECEIPTS FOR MAKING THE Wisconsin Cakes or Bran Muffins (which agree with most dyspeptics) are furnished to purchasers of the pans by TRUMAN & SHAW, No. 835 (Eight Thirty-five) MARKET St., below Ninth

OX HORN KNOBS OF VARIOUS STYLES, and Wrenches for screwing them on; Bull Rings, Patent Cattle Leaders and Cow Chains, for sale by TRUMAN & SHAW, No. 835 (Eight Thirty-five) MARKET St., below Ninth,

INSURANCE COMPANIES

DELAWARE MUTUAL SAFETY INSURANCE COMPANY,
INCORPORATED BY THE LEGISLATURE OF PENNSYLVANIA, 1835.
OFFICE S. E. CORNER THIRD AND WALNUT STREETS, PHILADELPHIA.

MARINE INSURANCE
ON VESSELS, CARGO, 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, Dwelling Houses, etc.

ASSETS OF THE COMPANY
November 1, 1865.

$100,000	United States 5 per cent. loan, '71	$95,000 00
120,000	" 6 " " '81	125,100 00
200,000	" 5-10 per cent. loan, Treasury Notes	194,375 00
100,000	State of Pennsylvania Five Per Cent. Loan	90,555
54,000	State of Pennsylvania Six Per Cent. Loan	59,250
125,000	City of Philadelphia Six Per Cent. Loan	112,812 50
20,000	Pennsylvania Railroad First Mortgage Six Per Cent. Bonds	20,000 00
25,000	Pennsylvania Railroad Second Mortgage Six Per Cent. Bonds	23,750 00
25,000	Western Pennsylvania Railroad Mortgage Six Per Cent. Bonds	23,75
15,000	300 Shares Stock Germantown Gas Company, principal and interest guaranteed by the City of Philadelphia	13,537 50
7,150	143 Shares Stock Pennsylvania Railroad Company	8,880 0
5,000	100 Shares Stock North Pennsylvania Railroad Company	3,250 00
40,000	Deposit with United States Government subject to the days' call	40,000 00
30,000	State of Tennessee Five Per Cent. Loan	18,900 00
170,700	Loans on Bonds and Mortgage, first liens on City Property	170,700 00
$1,036,850	Par. Market value	$996,560 00
	Real Estate	36,100 00
	Bills receivable for Insurances made	121,013 37
	Balances due at Agencies—Premiums on Marine Policies. Accrued interest, and other debts due the Company	40,511 44
	Scrip and Stock of sundry Insurance and other Companies $133. Estimated value	2,910 0
	Cash in Banks $55,956 89	
	Cash in Drawer 678 48	56,635 37
		$1,203,689 18

DIRECTORS.

Thomas C. Hand,	Samuel E. Stokes,
John C. Davis,	J. F. Penistan,
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Joseph H. Seal,	Joshua F. Fyre,
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NORTH AMERICAN TRANSIT INSURANCE COMPANY,
No. 133 South FOURTH Street
PHILADELPHIA.

Annual Policies issued against General Accidents all descriptions at exceedingly low rates.

Insurance effected for one year, in any sum from $10 to $10,000, at a premium of only one-half per cent. securing the full amount insured in case of death, and a compensation each week equal to the whole premium paid.

Short time Tickets for 1, 2, 3, 5, 7, or 10 days, or 1, 3, or 6 months, at 10 cents a day, insuring in the sum of $3,000, or giving $16 per week it disabled to be had at the General Office, No. 133 S. FOURTH Street, Philadelphia, or at the various Railroad Ticket offices. Be sure to purchase the tickets of the North American Transit Insurance Company.

For circulars and further information apply at the General Office, or of any of the authorized Agents of the Company.

LEWIS L. HOUPT, President.
JAMES M. CONRAD, Treasurer.
HENRY C. BROWN, Secretary.
JOHN C. BULLITT, Solicitor.

TRUSTEES.
L. L. Houpt, late of Pennsylvania Railroad Company.
M. Baird of M. Baldwin & Co.'s.
Samuel C. Palmer, Cashier of Commercial Bank.
Richard Wood, No. 309 Market street.
James M. Conrad, No. 623 Market street.
J. E. Kingsley, Continental Hotel.
H. G. Leisenring, Nos. 237 and 239 Dock street.
Samuel Work of Work, McCouch & Co.
George Martin, No. 322 Chesnut street. 11 3[illegible]

1829—CHARTER PERPETUAL—
FRANKLIN FIRE INSURANCE COMPANY
OF PHILADELPHIA.
Assets on January 1, 1866,
$2,506,851'96.

Capital	$400,000 00
Accrued Surplus	944,543 15
Premiums	1,162,308 81

UNSETTLED CLAIMS, $11,467 53. INCOME FOR 1866 $310,000.

LOSSES PAID SINCE **1829** *OVER*
$5,000,000.

Perpetual and Temporary Policies on Liberal Terms.

DIRECTORS.

Charles N Bancker,	Edward C. Dale,
Tobias Wagner,	George Fales,
Samuel Grant,	Alfred Fitler,
George W. Richards,	Francis W. Lewis, M. D.
Isaac Lea,	Peter McCall,

CHARLES N. BANCKER, President.
EDWARD C. DALE, Vice-President.
JAS. W. MCALLISTER, Secretary protem. 2 3 t123

THE PROVIDENT
LIFE AND TRUST COMPANY,
OF PHILADELPHIA.

Incorporated by the State of Pennsylvania, Third Month 22d, 1865. INSURES LIVES, ALLOWS INTEREST ON DEPOSITS, and GRANTS ANNUITIES.

CAPITAL, $150,000.

DIRECTORS.

Samuel R. Shipley,	Richard Cadbury,
Jeremiah Hacker,	Henry Haines
Joshua H. Morris,	T. Wistar Brown,
Richard Wood,	William C. Longstreth,

Charles F. Coffin.
SAMUEL R. SHIPLEY, President.
ROWLAND PARRY, Actuary. 7 28[illegible]
OFFICE, No. 111 S. FOURTH STREET.

PHŒNIX INSURANCE COMPANY OF PHILADELPHIA.
INCORPORATED 1804—CHARTER PERPETUAL.
No 224 WALNUT Street, opposite the Exchange.

In addition to MARINE and INLAND INSURANCE this Company insures from loss or damage by FIRE, on liberal terms on buildings, merchandise, furniture, etc., for limited periods, and permanently on buildings, by deposit of premium.

The Company has been in active operation for more than SIXTY YEARS, during which all losses have been promptly adjusted and paid.

DIRECTORS.

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William S Grant	Thomas H Powers,
Robert W. Leaming,	A. R. McHenry,
D. Clark Wharton,	Edmond Castillon,
Samuel Wilcox,	Louis C. Norris.

JOHN R. WUCHERER, President
SAMUEL WILCOX, Secretary. 3 28[illegible]

FIRE INSURANCE EXCLUSIVELY.—THE PENNSYLVANIA FIRE INSURANCE COMPANY—Incorporated 1825—Charter Perpetual—No. 610 WALNUT street, opposite Independence square.

This Company, favorably known to the community for over forty years, continue 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 the most careful manner, which enables them to offer to the insured an undoubted security in the case of loss.

DIRECTORS

Daniel Smith, Jr.,	John Devereux,
Alexander Benson,	Thomas Smith,
Isaac Hazlehurst,	Henry Lewis,
Thomas Robins,	J. Gillingham Fell,

Daniel Haddock, Jr.
DANIEL SMITH, Jr., President.
WILLIAM G. CROWELL, Secretary

FINANCIAL.

JAY COOKE & CO.,
No. 114 S. THIRD STREET,
BANKERS,
AND
DEALERS IN GOVERNMENT SECURITIES

U. S. 6s OF 1881,
5-20s, OLD AND NEW,
10-40s; CERTIFICATES OF INDEBTEDNESS,
7-30 NOTES, 1st, 2d, and 3d Series.

COMPOUND INTEREST NOTES WANTED.

INTEREST ALLOWED ON DEPOSITS.

Collections made; Stocks Bought and Sold on Commission.

Special business accommodations reserved for LADIES.

PHILADELPHIA, February, 1866. 2 7 3m

U. S. SECURITIES
A SPECIALTY.
SMITH, RANDOLPH & CO.,
BANKERS & BROKERS,
16 S. THIRD ST. | 3 NASSAU ST.
PHILADELPHIA. | NEW YORK.

STOCKS AND GOLD
BOUGHT AND SOLD ON COMMISSION.
INTEREST ALLOWED ON DEPOSITS. 2 1

DAVIES BROTHERS,
No. 225 DOCK STREET,
BANKERS AND BROKERS,
BUY AND SELL
UNITED STATES BONDS 1881s, 5-20s, 10-40s.
UNITED STATES 7 3-10s. ALL ISSUES.
CERTIFICATES OF INDEBTEDNESS
Mercantile Paper and Loans on Collaterals negotiated
Stocks Bought and Sold on Commission. 1 31 8

HARPER, DURNEY & CO
BANKERS,
STOCK AND EXCHANGE BROKERS
No. 55 S. THIRD STREET, PHILADELPHIA.

Stocks and Loans bought and sold on Commission.
Uncurrent Bank Notes, Coin, etc., bought and sold.
Special attention paid to the purchase and sale of Oil Stocks. Deposits received, and interest allowed as per agreement. 3 5 2m

WORK, McCOUCH & CO.,
Stock and Exchange Brokers,
No. 36 South THIRD Street.
GOVERNMENT SECURITIES bought and sold.
STOCKS bought and sold on commission.
INTEREST ALLOWED ON DEPOSITS. (4 25 1m

THE FIRST NATIONAL BANK
HAS REMOVED
During the erection of the new Bank building,
TO
No. 305 CHESNUT STREET 1 17 4p

5 20s.—FIVE-TWENTIES.
7'30s—SEVEN-THIRTIES
WANTED.
DE HAVEN & BROTHER
1-7 No. 40 S. THIRD STREET.

SHIRTS, FURNISHING GOODS, &c
J. W. SCOTT & CO.,
SHIRT MANUFACTURERS,
AND DEALERS IN
MEN'S FURNISHING GOODS,
No. 814 Chesnut Street,
FOUR DOORS BELOW THE "CONTINENTAL,"
8 26 5rp PHILADELPHIA.

PATENT SHOULDER-SEAM SHIRT MANUFACTORY
AND GENTLEMEN'S FURNISHING STORE.
PERFECT FITTING SHIRTS AND DRAWERS made from measurement at very short notice.
All other articles of GENTLEMEN'S DRESS GOODS in full variety.
WINCHESTER & CO.,
706 CHESNUT STREET

REMOVAL! REMOVAL!!
OLD DRIVERS' ICE COMPANY,
REMOVED FROM N. W. CORNER SIXTEENTH AND RACE, TO
Broad Street, Above Race, East Side.
Orders respectfully solicited, and promptly attended to at the lowest market rates.
HESS, JOHNSON & DAVIS.

OLD DRIVERS' ICE COMPANY.
The undersigned, feeling exceedingly thankful to his many friends and customers for their very liberal patronage extended to him during the last seventeen years and having sold his entire interest to
MESSRS. HESS JOHNSON & DAVIS,
Takes pleasure in recommending them to his former patrons as they are gentlemen of well-known integrity and will undoubtedly maintain the reputation of the OLD DRIVERS' ICE COMPANY, and in every way act so as to give entire satisfaction to all who may kindly favor them with their custom. Respectfully, etc.
3 2 2m A. BROWN.

RANDALL & CO.,
PERFUMERS AND IMPORTERS,
No. 1302 CHESNUT Street.
Fine English Toilet Soaps,
IN GREAT VARIETY. JUST RECEIVED.
Also, Triple French Extracts and Perfumes.
We have constantly on hand every variety of
PERFUMERY AND TOILET REQUISITES.
Extracts, Powders, Colognes, Pomades, Toilet Waters, Shaving Creams, Cosmetiques, Tooth Pastes Brushes, etc 3 2 3m

RESTAURANT
ON THE EUROPEAN PLAN
Finest old and new ALES, at 5 cents per glass.
GOOD ONE-DIME EATING BAR.
The choicest Liquors always on hand.
No. 533 CHESNUT STREET.
3 10 3m HENRY BECKER, Manager.

RAILROAD LINES

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.

TIME TABLE.

Commencing MONDAY April 16 1866. Trains will leave Depot corner of BROAD Street and WASHINGTON Avenue as follows:—

Express Train at 4 15 A. M. (Mondays excepted) for Baltimore and Washington stopping at Chester, Wilmington Newark, Elkton, Northeast, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Magnolia, Chase's and Stemmer's Run.

Way Mail Train at 8 15 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations between Philadelphia and Baltimore.

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

Express Train at 11 45 A. M. (Sundays excepted), for Baltimore and Washington.

Express Train at 3 P. M. (Sundays excepted) for Baltimore and Washington, stopping at Chester, Claymont, Wilmington, Newark, Elkton, Northeast, Perryville, Havre de Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run.

Night Express at 11 P. M., for Baltimore and Washington.

Passengers by Boat from Baltimore for Fortress Monroe, Norfolk, City Point, and Richmond, will take the 11 45 A. M. train.

WILMINGTON ACCOMMODATION TRAINS.

Stopping at all Stations between Philadelphia and Wilmington.

Leave Philadelphia at 9, 11 15 A. M., 4 30, 6, and 11 30 P. M. The 4 30 P. M. train connects with Delaware Railroad for Harrington and intermediate stations.

Leave Wilmington at 6 45, 8 and 9 30 A. M., 4 and 6 30 P. M.

Trains for New Castle leave Philadelphia at 9 A. M., 4 30 and 6 P. M.

THROUGH TRAINS FROM BALTIMORE

Leave Wilmington at 11 A. M., 4 26 and 10 P. M.

CHESTER FOR PHILADELPHIA.

Leave Chester at 7 46, 8 46, 10 14 and 11 40 A. M., 4 43, 5 10, 7 26 and 10 26 P. M.

FROM BALTIMORE TO PHILADELPHIA.

Leave Baltimore 7 25 A. M., Way-mail, 9 20 A. M., Express 12 10 P. M., Express, 6 35 P. M., Express, 8 20 P. M., Express.

TRAINS FOR BALTIMORE

Leave Chester at 4 40 and 8 52 A. M., and 3 38 P. M.

Leave Wilmington at 5 23 and 9 33 A. M. and 4 15 P. M.

Freight Trains with Passenger Cars attached will leave as follows:—Wilmington for Perryville and intermediate stations at 6 45 P. M. Baltimore for Havre-de-Grace and intermediate stations at 4 45 P. M. Perryville for Wilmington and intermediate stations at 5 00 A. M., connecting at Wilmington with 8 A. M. train for Philadelphia.

SUNDAY TRAINS.

Express Train at 4 15 A. M. for Baltimore and Washington, stopping at Chester, Wilmington, Newark, Elkton, Northeast, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Magnolia, Chase's and Stemmer's Run.

Night Express, 11 P. M. for Baltimore and Washington.

Accommodation Train at 11 30 P. M. for Wilmington and intermediate stations.

BALTIMORE FOR PHILADELPHIA.

Leave Baltimore at 5 20 P. M., stopping at Havre-de-Grace, Perryville, and Wilmington. Also one at Elkton and Newark (to take passengers for Philadelphia and leave passengers from Washington or Baltimore) and Chester to leave passengers from Baltimore or Washington.

Accommodation Train from Wilmington for Philadelphia and intermediate stations at 6 P. M.

4 16 H. F. KENNEY, Superintendent.

PENNSYLVANIA CENTRAL RAILROAD.—SPRING ARRANGEMENT.

The Trains of the Pennsylvania Central Railroad leave the Depot, at Thirty-first and Market streets, which is reached by the cars of the Market Street Passenger Railway, running to and from the Depot. The last car leaves Front street about 30 minutes prior to the departure of each Train.

On Sundays—Cars leave Eleventh and Market streets 45 minutes before the departure of the Evening Trains.

Baggage Express will call for and deliver Baggage at the Depot. Orders left at the Office, No 901 Chesnut street will receive attention.

TRAINS LEAVE DEPOT, VIZ.:—

Mail Train	at 8 00	A. M
Paoli Accommodation, No. 1	at 10 00	"
Fast Line	at 12 00	M
Parkesburg	at 1 00	P. M
Harrisburg Accommodation	at 2 30	"
Lancaster Accommodation	at 4 00	"
Paoli Train, No. 2	at 5 30	"
Erie Mail*	at 9 00	"
Philadelphia Express†	at 11 10	"

TRAINS ARRIVE AT DEPOT, VIZ.:

Cincinnati Express	at 1 10	A. M
Philadelphia Express	at 7 10	"
Paoli Accommodation, No. 1	at 8 20	"
Parkesburg	at 9 00	"
Lancaster Train	at 12 30	P. M
Fast Line	at 1 10	"
Paoli Accommodation, No. 2	at 4 40	"
Day Express	at 5 50	"
Harrisburg Accommodation	at 9 10	"

* Daily except Saturday. † Daily. ‡ Daily, except Monday.

All other trains daily except Sunday.

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 owners, unless taken by special contract.

TICKET OFFICES

Have been opened at No. 631 Chesnut street, Continental Hotel, and Girard House, where tickets may be procured to all important points in Pennsylvania as well as the West, Northwest and Southwest; and all particulars given as to time and connections by JOHN C. ALLEN, Ticket Agent.

The Ticket Office at West Philadelphia will be continued as heretofore, where all information respecting routes, as well as Tickets, can be had on application to

THOMAS H PARKE
Ticket Agent at the Depot.

An Emigrant Train runs daily (except Sunday). For full particulars as to fare and accommodations apply to

FRANCIS FUNK,
3 12 No. 137 DOCK Street.

1866.—PHILADELPHIA AND ERIE RAILROAD.—This great line traverses the Northern and Northwest Counties of Pennsylvania to the City of Erie on Lake Erie. It has been leased and is operated by the Pennsylvania Railroad Company.

TIME OF PASSENGER TRAINS AT PHILADELPHIA.

Arrive Eastward—Erie Mail Train, 7 A. M.; Erie Express Train, 1 P. M.

Leave Westward—Erie Mail, 1 P. M.; Erie Express Train 12 M.

Passenger cars run through on the Erie Mail and Express trains both ways between Philadelphia and Erie.

NEW YORK CONNECTION.

Leave New York at 9 A. M. arrive at Erie 9 15 A. M.

Leave Erie at 1 55 P. M. arrive at New York 3 40 P. M.

Elegant Sleeping Cars on all the night trains.

For information respecting passenger business, apply at corner THIRTEENTH and MARKET Streets Phila.

And for freight business, of the Company's Agents, S. B. Kingston Jr., corner Thirteenth and Market streets, Philadelphia; J. W. Reynolds, Erie; William Brown, Agent N. C. R. R., Baltimore.

H. H. HUTSON, General Freight Agent, Phila.
H. W. GWINNER, General Ticket Agent, Phila.
A. L. TYLER, General Sup't, Williamsport. 3

FREIGHT LINES FOR NEW YORK AND all the Stations on the CAMDEN AND AMBOY and connecting Railroads. INCREASED DESPATCH.

THE CAMDEN AND AMBOY RAILROAD AND TRANSPORTATION COMPANY FREIGHT LINES for New York will leave WALNUT Street Wharf at 6 o'clock P. M. daily (Sundays excepted).

Freight must be delivered before 4½ o'clock, to be forwarded the same day.

Returning, the above lines will leave New York at 12 noon, and 4 and 8 P. M.

Freight for Trenton, Princeton Kingston, New Brunswick, and all points on the Camden and Amboy Railroad; also, on the Belvidere Delaware and Flemington, the New Jersey the Freehold and Jamesburg and the Burlington and Mount Holly Railroads, received and forwarded up to 4 P. M.

The Belvidere Delaware Railroad connects at Phillipsburg with the Lehigh Valley Railroad, and at Manunkachunk with all points on the Delaware, Lackawanna, and Western Railroad, forwarding to Syracuse, Buffalo, and other points in Western New York.

The New Jersey Railroad connects at Elizabeth with the New Jersey Central Railroad and at Newark with the Morris and Essex Railroad.

A system memorandum, specifying the marks and numbers, shippers, and consignees, must, in every instance, be sent with each load of goods, or no receipt will be given.

N. B.—Increased facilities have been made for the transportation of live stock. Drovers are invited to try the route. When stock is turn shed in quantities of two carloads or more it will be delivered at the foot of Fortieth street near the Drove Yard, or at Pier No 1 North River, as the shippers may designate at the time of shipment.

For terms or other information, apply to

WALTER FREEMAN, Freight