EUROPE.

THE EASTERN QUESTION.

The Relations of Greece and Turkey.

The position of affairs between Turkey and Greece attracts great attention, and much speculation as to future results.

The Paris *Pays* says that the news, according to which a rupture between Turkey and Greece is imminent, may unfortunately be considered only too probable. European diplomacy, which fortunately is now relieved of a certain number of important questions, may yet, the *Pays* maintains, avert danger; but it must be quick, as there is not a moment to be lost.

The London *Morning Herald* announces that the British Government will pursue a rigid neutrality, and have refused to station a British man-of-war off the Island of Crete for the purpose of receiving the sick and wounded of the insurgents. On the other hand, they have not interfered to dictate the policy of the Greek Government, but they have informed it that if its policy should eventuate in a rupture with the Porte, Great Britain will not intervene to avert from it the consequences of its own action.

Interesting Letter from Gen. Garibaldi.

General Garibaldi has addressed the following letter upon the Eastern question to a friend near London:—

CAPRERA, December 18, 1866.—That I love England with the affection of a son you cannot doubt, and that it is ever the desire of my heart to see her in the first rank among nations is equally certain; but to caress the errors of her Ministers—to that I cannot lend myself. I repeat, therefore, to your statesmen that which I have stated to our own:—Do well, and you will receive praise; but to lavish praise on those who do evil is servile adulation, and I never flatter. In the war of giants waged by England against the First Emperor, I search in the pages of those histories of your country which narrate it for one single expression of condemnation at the expenditure of millions of lives and millions of money sacrificed to combat one despotism, indeed, but certainly to sustain another not less exacting. Who, however, on the other hand, will not confess, with me, that the services rendered by England to the cause of human progress have been immense? And I in particular bear testimony to the benefits received from you by Italy in 1860, without which we should not now be exulting in the embrace of every member of the Italian family. But when I see the Government of this, my adopted country, allied with Austria and with Turkey, I must tell you the truth, namely, that I inhale the fumes of a charnel-house, which all the national vitality may be unable to dispel, if Great Britain places herself in contact with these dead corpses. I would rather see her using her power and influence to support those oppressed nationalities at present going to decay in the putrid atmosphere of despotism, but who, remaining constant to their desire of purifying themselves, must certainly rise, one day or another, to their natural places in the fraternity of free nations.

Let us leave Austria, whose Emperor ought to receive the fate of his brother Emperor of Mexico, and which exists only through the dissensions of the nationalities checkmating each other's efforts towards emancipation.

Let us travel to Turkey, cosmopolitan as I am, and a believer in that God who desires not factions and discord, but, on the contrary, that men should love each other as brethren (which fraternization can only be possible, however, when we send the dervish to the spade and the Romish priest to the mattock). Believing fully all this, I can make no difference between the natives of the plains of Tartary and my countrymen born on the sunny hills of Rome.

But have you any idea what this despotism of the Turks protested against by you really is? I will give you an example.

One day, in the port of Oliveri, in the Island of Mitylene, I inquired of a Greek peasant the reason why he did not gather up the olives, instead of permitting them to perish on the ground. "Because," he answered, "the Pasha buys up all the olives, and we are compelled to deliver them to him at such a low price that it would not pay the expense of gathering them in."

Behold how the interest of this poor remnant of Christians is neglected in temporal matters; and for the rest, for all that concerns the prostitution of the body and of the soul, how am I to relate it to you, who have so kind a heart, and who have a son and daughter? It is most horrible. And if I do not speak of it, oh! forgive me; it is for the sake of decency, and from the respect which I owe you, that I cannot detail to you such brutalities.

Well, now I have laid before you the condition of the Christians under Islam; and Britain—the classic ground of human rights, the protectress of the oppressed, the emancipatress of the slave—persists in upholding these fruits of a despotism the most inhuman and the most monstrous.

In 1827 England, France, and Russia, in one of those outbursts of generosity which God sometimes excites in great minds, accomplished one of those facts which in the history of nations are followed by universal gratitude. Let them complete the sublime task—let them spare to humanity a fresh torrent of blood—and they will receive from her a thousand benedictions.

G. GARIBALDI.

Interesting Letter from Lord Brougham

Lord Brougham has addressed the following letter (in French) to M. Berryer:—

CANNES, December 28.—My Dear and Illustrious Confrere:—I send you the report of the discourse which I delivered at the Manchester Congress; and, as it was in my 89th year, it is almost certain that I shall not deliver another.

On taking leave of the public, I thought it incumbent on me to express my sentiments against wars, and against those great murders of which the Emperor Napoleon I was the most guilty. But I have added that his nephew, Napoleon III, has great merit for his declaration against war. My indignation against those murderers was accompanied by my scorn for the icily of those who encouraged them by their applause. Accept the assurance of my sincere friendship, H. BROUGHAM.

Odds and Ends. By Cim Cilliboy.

—Cilliboy, who has an antipathy to a certain prima donna, upon hearing of a recent affliction she had experienced, exclaimed "hapless screecher"—(creature).

—Whatever may be urged in favor of the present female philosophers, and of the animus of their attacks upon existing systems, there are unquestionably many who object, decidedly, to *Lucy's tone*.

—Why is a musical composition performed with too much force like a fast horse? Answer, because it goes too forte (2·40).

—A lady who gives a gentleman the *sack*, can hardly be called a *mantua* (man-tiller).

—The proprietors of the recently closed distilleries merely wish to do the same that they wished the Government detectives to do, namely, to keep still.

—A celebrated concert vocalist, upon applying for board in a house that was full, on being shown a room on the top story, replied, very innocently, that he had no disposition to become an upper-attic (operatic) singer.

—A lady, shortly after her marriage, being asked by her husband what perfume she would like him to purchase for her, replied, "night-blooming cereus," as she was tired of his staying out so late at his midnight jollifications, that being one of his phalons.

—Jeff. Davis' imprisonment being less rigid than formerly, having discarded his stocks, objects very seriously to a certain old-fashioned style of neck-tie that some of his enemies would like to press upon him.

—The greatest stock brokers of the age—The Union Army.

—A sarcastic "Radical" observes that President Johnson should not be too Andy at people's funerals.

From the Account Book of John Bull, Esq.

A good sail—The Henrietta's late trip.

A bad sell—The rumor of President Johnson's death.

The preserve dealer's motto—"I can."

The hypocrite's motto—"I can't."

ENGINES, MACHINERY, ETC.

PENN STEAM ENGINE AND BOILER WORKS.—NEAFIE & LEVY, PRACTICAL AND THEORETICAL ENGINEERS, MACHINISTS, BOILER-MAKERS, BLACKSMITHS, and FOUNDERS, having for many years been in successful operation, and been exclusively engaged in building and repairing Marine and River Engines, high and low pressure, Iron Boilers, Water Tanks, Propellers, etc etc., respectfully offer their services to the public as being fully prepared to contract for engines of all sizes, Marine, River, and Stationary; having models and patterns of different sizes, are prepared to execute orders with quick despatch. Every description of pattern-making made at the shortest notice. High and Low-pressure Flue, Tubular, and Cylinder Boilers, of the best Pennsylvania charcoal iron. Forgings of all sizes and kinds; Iron and Brass Castings of all descriptions; Roll Turning, Screw Cutting, and all other work connected with the above business.

Drawings and specifications for all work done at the establishment free of charge, and work guaranteed.

The subscribers have ample wharf-dock room for repairs of boats, where they can lie in perfect safety, and are provided with shears, blocks, falls, etc etc., for raising heavy or light weights.

JACOB C. NEAFIE,
JOHN P. LEVY,
8 21 8 BEACH and PALMER Streets.

J. VAUGHAN MERRICK, JOHN E. COPE. WILLIAM H. MERRICK

SOUTHWARK FOUNDRY, FIFTH AND WASHINGTON Streets,
PHILADELPHIA.
MERRICK & SONS,
ENGINEERS AND MACHINISTS,
Manufacture High and Low Pressure Steam Engines for Land, River and Marine Service.
Boilers, Gasometers, Tanks, Iron Boats, etc.
Castings of all kinds, either Iron or Brass.
Iron Frame Roofs for Gas Works, Workshops, and Railroad Stations, etc.
Retorts and Gas Machinery, of the latest and most improved construction.
Every description of Plantation Machinery, and Sugar Saw, and Grist Mills, Vacuum Pans, Open Steam Trains, Defecators, Filters, Pumping Engines, etc.
Sole Agents for N. Bilieux's Patent Sugar Boiling Apparatus, Nesmyth's Patent Steam Hammer, and Aspinwall & Woolsey's Patent Centrifugal Sugar Draining Machine. 6 30

BRIDESBURG MACHINE WORKS
OFFICE,
No. 65 N. FRONT STREET,
PHILADELPHIA.
We are prepared to fill orders to any extent for our well known
MACHINERY FOR COTTON AND WOOLLEN MILLS,
including all recent improvements in Carding, Spinning and Weaving.
We invite the attention of manufacturers to our extensive works.
1 15 ALFRED JENKS & SON

SHIPPING.

STEAM TO LIVERPOOL—CALLING at Queenstown—The Inman Line, sailing semi-weekly, carrying the United States Mails.
"CITY OF CORK" ..... Saturday, January 19
"CITY OF DUBLIN" ..... Wednesday, January 23
"CITY OF NEW YORK" ..... Saturday, January 26
"CITY OF LIMERICK" ..... Wednesday, January 30
and each succeeding Saturday and Wednesday, at noon, from Pier No. 45 North river.
RATES OF PASSAGE
By the mail steamer sailing every Saturday:
Payable in Gold. Payable in Currency.
First Cabin ..... $80 Steerage $30
To London ..... 85 To London 35
To Paris ..... 95 To Paris 40
Passage by the Wednesday steamers:—First cabin, $80; steerage, $30. Payable in United States currency.
Passengers also forwarded to Havre, Hamburg, Bremen, etc., at moderate rates.
Steerage passage from Liverpool or Queenstown, $37, currency. Tickets can be bought here by persons sending for their friends.
For further information apply at the Company's offices. JOHN G. DALE, Agent.
8 7 8 No. 111 WALNUT Street, Philada.

FOR NEW YORK.—PHILADELPHIA Steam Propeller Company Despatch Swiftsure Lines via Delaware and Raritan Canal leaving daily at 12 M. and 5 P. M., connecting with all Northern and Eastern lines.
For freight, which will be taken upon accommodating terms, apply to WILLIAM M. BAIRD & CO.,
1 19 No. 132 S. DELAWARE Avenue.

TO SHIP CAPTAINS AND OWNERS.—The undersigned having leased the KENSINGTON SCREW DOCK, begs to inform his friends and the patrons of the Dock that he is prepared with increased facilities to accommodate those having vessels to be raised or repaired, and being a practical ship-carpenter and caulker, will give personal attention to the vessels entrusted to him for repairs.
Captains or Agents, Ship-Carpenters, and Machinists having vessels to repair, are solicited to call.
Having the agency for the sale of "Wettenstedt's Patent Metallic Composition" for Copper paint, for the preservation of vessels' bottoms, for this city, I am prepared to furnish the same on favorable terms.
JOHN H. HAMMITT,
Kensington Screw Dock,
11 5 DELAWARE Avenue above Laurel street.

AMERICAN LEAD PENCIL COMPANY
NEW YORK.
FACTORY, HUDSON CITY, N. J.
This Company is now fully prepared to furnish
LEAD PENCILS.
Equal in Quality to the Best Brands,
The Company has taken great pains and invested ample capital in fitting up their factory, and now ask the American public to give their pencils a fair trial.
All Styles and Grades are Manufactured.
Great care has been bestowed to the manufacturing of SUPERIOR HEXAGON DRAWING PENCILS, specially prepared for the use of Engineers, Architects, Artists, etc.
A complete assortment, constantly on hand, is offered at fair terms to the trade at their Wholesale Salesroom
No. 34 JOHN Street, New York.
The Pencils are to be had of all principal Stationers and Notion Dealers.
Ask for American Lead Pencil. 10 1 fmw6m

CHEAPEST AND BEST HATS IN THE City!
TEMPLE OF FASHION
40 NORTH Sixth St.
BOURNE

FREDERICK BALTZ & CO'S
FIRST IMPORTATION
40 GALLON PACKAGES GIN.
Just arrived and in bond, 50 Packages 40 Gallon EXCELSIOR SHEDAM GIN, which we are now selling at the lowest figure. We claim to be the
FIRST IMPORTERS OF
FORTY GALLON PACKAGES.
SHERRY AND PORT WINE.
Sole Agents also for RIVIERE GARDRAT & CO.'S COGNAC.
No. 116 WALNUT Street,
1 12 1m PHILADELPHIA.

UNITED STATES REVENUE STAMPS.—Principal Depot, No. 304 CHESNUT Street. Central Depot, No 103 S. FIFTH Street, one door below Chesnut. Established 1862.
Revenue Stamps of every description constantly on hand in any amount.
Orders by Mail or Express promptly attended to.
United States Notes, Drafts on Philadelphia or New York, or current funds received in payment.
Particular attention paid to small orders.
The decisions of the Commission can be consulted and any information regarding the law cheerfully given

UNITED STATES REVENUE STAMPS.—Principal Depot, No. 304 CHESNUT Street. Central Depot, No. 103 S. FIFTH Street one door below Chesnut. Established 1862.
Revenue Stamps of every description constantly on hand in any amount.
Orders by Mail or Express promptly attended to.

INSURANCE COMPANIES.

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 parts of the Union.
FIRE INSURANCES
on merchandise generally.
On Stores, Dwelling Houses, Etc.

ASSETS OF THE COMPANY,
November 1, 1866.

$100,000 United States 5 Per Cent. Loan, 1871	$114,000 00
120,000 United States 6 Per Cent. Loan, 1881	136,500 00
200,000 United States 7 3 10 Per Cent. Loan, Treasury Notes	211,500 00
125,000 City of Philadelphia Six Per Cent. Loan (exempt)	126,562 50
54,000 State of Pennsylvania Six Per Cent. Loan	54,700 00
40,000 State of Pennsylvania Five Per Cent. Loan	44,620 00
50,000 State of New Jersey Six Per Cent. Loan	50,750 00
20,000 Pennsylvania Railroad, 1st Mortgage, Six Per Cent. Bonds	20,500 00
25,000 Pennsylvania Railroad 2d Mortgage Six Per Cent. Bonds	24,250 00
25,000 Western Pennsylvania Railroad Six Per Cent. Bonds (Penna. R. R. guarantee)	20,750 00
20,000 State of Tennessee Five Per Cent. Loan	18,000 00
7,000 State of Tennessee Six Per Cent. Loan	5,040 00
15,000 300 Shares Stock of Germantown Gas Company (principal and interest guaranteed by the city of Philadelphia)	15,000 00
7,150 143 Shares Stock of Pennsylvania Railroad Company	8,258 25
5,000 100 Shares Stock of North Pennsylvania Railroad Company	3,950 00
*20,000 86 Shares Stock of Philadelphia and Southern Mail Steamship Company	20,000 00
195,900 Loans on Bonds and Mortgage, 1st Liens, on City Property	198,900 00
$1,045,050 par. Market value, Cost, $1,030,552 05.	$1,079,289 75
Real Estate	36,000 00
Bills receivable for insurances made	27,637 23
Balances due at agencies—Premiums on Marine Policies, Accrued interest, and other debts due the Company	38,923 98
Scrip and Stock of sundry Insurance and other Companies, $5,173. Estimated value	2,930 00
Cash in Bank $41,102 26	
Cash in Drawer 447 14	41,549 60
	$1,407,321 56

*This being a new enterprise, the Par is assumed as the market value.

Thomas C. Hand, Samuel E. Stokes,
John C. Davis, Henry Sloan,
Edmund A. Souder, William G. Boulton,
Theophilus Paulding, Edward Darlington,
John B. Penrose, H. Jones Brooke,
James Traquair, Edward Lafourcade,
Henry C. Dallett, Jr., Jacob P. Jones,
James C. Hand, James B. McFarland,
William C. Ludwig, Joshua P. Eyre,
Joseph H. Seal, Spencer McIlvaine,
George G. Leiper, J. B. Semple, Pittsburg,
Hugh Craig, A. B. Berger, "
John D. Taylor, D. T. Morgan, "
THOMAS C. HAND, President.
JOHN C. DAVIS, Vice President.
HENRY LYBURN, Secretary. 18 5

OFFICE ANTHRACITE INSURANCE COMPANY, No. 311 WALNUT Street,
PHILADELPHIA, January 7, 1867.
Received from January 1, 1866, to December 31, 1866:—

On Marine and Inland Risks	$155,332 31	
On Fire Risks	10,319 15	
		$165,651 46
On Premiums not determined Dec. 31, 1865		36,232 37
		$201,983 83
PREMIUMS DETERMINED DURING THE YEAR.		
On Marine and Inland Risks	$115,141 84	
On Fire Risks	5,714 70	
Interest, Salvage, etc., received during the year	11,723 28	
		$132,579 82
LOSSES, EXPENSES, ETC., DURING THE YEAR.		
Marine Losses	$62,960 44	
Fire Losses	632 05	
Return Premiums and Reinsurances	22,162 57	
Commissions	4,657 10	
State and City Taxes, Salaries, Rent, Printing, Etc	9,264 08	
United States Taxes	2,453 53	
		$102,930 77
ASSETS, JANUARY 1, 1867		
Bills Receivable	$71,576 74	
Premiums outstanding and interest Accrued	10,430 22	
Union Bank of Reading	250 00	
City 6 per cent Loan	35,000 00	
Philadelphia and Reading Railroad 1st Mortgage Bonds	20,000 00	
U. S. 6s. Bonds	7,000 00	
U. S. 6s Loan 5-20s	10,000 00	
Stock, etc., held by Company	2,350 00	
Cash in Bank and on hand	20,170 34	
Stock Notes and Stock Liabilities	59,750 00	
		$245,427 30

At an election by the Stockholders of the Anthracite Insurance Company, held January 7, 1867, to elect Directors to serve the ensuing year, the following gentlemen were elected:—
William Esher, J. R. Blakiston,
William F. Dean, P. Sieger,
L. Audenried, J. E. Baum,
D. Luther, J. Ketcham,
D. Pearson, J. B. Boyl.
At a meeting of the Board of Directors held on the same day, the following officers were elected:—
WILLIAM ESHER, President.
WILLIAM F. DEAN, Vice-President.
WILLIAM M. SMITH, Secretary.
The Board of Directors have this day declared a dividend of TWELVE PER CENT on the capital stock paid in, payable on demand, free of taxes.
1 16 6t WILLIAM M. SMITH, Secretary.

NORTH AMERICAN TRANSIT INSURANCE COMPANY,
No. 33 South FOURTH Street
PHILADELPHIA.
Annual Policies issued against General Accidents of all descriptions at exceedingly low rates.
Insurance effected for one year, in any sum from $100 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 $10 per week if 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.
DIRECTORS.
L. L. Houpt, late of Pennsylvania Railroad Company.
J. E. Kingsley, Continental Hotel.
Samuel C. Palmer, Cashier of Com. National Bank.
H. G. Leisenring, Nos. 227 and 230 Dock street.
James M. Conrad, firm of Conrad & Walton, No. 62 Market street.
Enoch Lewis, late Gen. Sup't Penna. R. R.
Andrew Mehaffey, S. W. corner of Third and Walnut streets.
G. C. Franciscus, Gen. Agent Penna. R. R. Co.
Thomas K. Peterson, No. 3036 Market street.
W. W. Kurtz, firm of Kurtz & Howard, No. 25 S. Third street. 1 3 y

PROVIDENT LIFE AND TRUST COMPANY OF PHILADELPHIA
No. 111 South FOURTH Street.
INCORPORATED 30 MONTH, 22d., 1865.
CAPITAL, $150,000, PAID IN.
Insurance on Lives, by Yearly Premiums; or by 5, 10, or 20 year Premiums, Non-forfeiture.
Endowments, payable at a future age, or on prior decease, by Yearly Premiums, or 10 year Premiums—both classes Non-forfeiture.
Annuities granted on favorable terms.
Term Policies. Children's Endowments.
This Company, while giving the insured the security of a paid-up Capital, will divide the entire profits of the business among its Policy holders.
Moneys received at interest, and paid on demand.
Authorized by charter to execute Trusts, and to act as Executor or Administrator, Assignee or Guardian, and in other fiduciary capacities, under appointment of any Court of this Commonwealth, or of any person or persons, or bodies politic or corporate.
DIRECTORS.
SAMUEL RISHPLEY, RICHARD CADBURY,
JEREMIAH HACKER, HENRY HAINES,
JOSHUA H. MORRIS, T. WISTAR BROWN,
RICHARD WOOD, WM. C. LONGSTRETH,
CHARLES F. COFFIN.
SAMUEL R. SHIPLEY, President. ROWLAND PARRY, Actuary
THOMAS WISTAR, M. D., Medical Examiner. J. B. TOWNSEND, Legal Adviser.
7 27 6

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, 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, 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 Robbins, J. Gillingham Fell,
Daniel Haddock, Jr.
DANIEL SMITH, JR., President.
WILLIAM G. CROWELL, Secretary. 3 30

INSURANCE COMPANIES.

1829—CHARTER PERPETUAL
Franklin Fire Insurance Co.
OF
PHILADELPHIA.
Assets on January 1, 1866,
$2,506,851 96.

Capital	$400,000 00
Accrued Surplus	944,543 11
Premiums	1,162,308 85
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 S. Bancker, Edward C. Dale,
Tobias Wagner, George Fales,
Samuel Grant, Alfred Filler,
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. 1 19

REMOVAL.
The Girard Fire and Marine Insurance Company
HAVE REMOVED TO THEIR
NEW OFFICE,
NORTHEAST CORNER
CHESNUT and SEVENTH Streets,
1 19 6 PHILADELPHIA.

LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY
Capital and Assets, $16,000,000.
Invested in United States, $1,500,000.
Total Premiums Received by the Company in 1865, $4,947,175.
Total Losses Paid in 1865, $4,018,250
All Losses promptly adjusted without reference to England.
ATWOOD SMITH,
General Agent for Pennsylvania.
OFFICE,
No. 6 Merchants' Exchange
PHILADELPHIA. 18 1 6m

PHŒNIX INSURANCE COMPANY OF PHILADELPHIA.
INCORPORATED 1864—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 or premium.
The Company has been in active operation for more than SIXTEEN YEARS, during which an losses have been promptly adjusted and paid.
DIRECTORS.
John L. Hodge, Lawrence Lewis, Jr.
A. B. Mahony, David Lewis,
John T. Lewis, Benjamin Etting,
William S. Grant, Thomas H. Powers,
Robert W. Leaming, A. R. McIlhenny,
D. Clark Wharton, Edmund Castillon,
Samuel Wilcox, Louis C. Norris.
JOHN WUCHERER, President.
SAMUEL WILCOX, Secretary. 4 1

MISCELLANEOUS.

MONUMENTS, TOMBS, GRAVE-STONES, Etc.
Just completed, a beautiful variety of
ITALIAN MARBLE MONUMENTS,
TOMBS AND GRAVE-STONES
Will be sold cheap for cash.
Work sent to any part of the United States.
HENRY S. TARR
MARBLE WORKS,
1 24 wfm3 No. 710 GREEN Street, Philadelphia

FITLER, WEAVER & CO.,
MANUFACTURERS OF
Manilla and Tarred Cordage, Cords, Twines, Etc.
No. 23 North WATER Street, and
No. 22 North DELAWARE Avenue,
PHILADELPHIA.
EDWIN H. FITLER, MICHAEL WEAVER,
CONRAD F. CLOTHIER. 2 14 5

SLATE MANTELS
SLATE MANTELS are unsurpassed for Durability, Beauty, Strength, and Cheapness.
SLATE MANTELS and Slate Work Generally, made to order.
J. B. KIMES & CO.,
9 12 5 Nos. 126 and 2128 CHESNUT Street.

912 ARCH STREET.—GAS FIXTURES, CHANDELIERS, BRONZE STATUARY, ETC.—YANKIRK & CO. would respectfully direct the attention of their friends and the public generally, to their large and elegant assortment of GAS FIXTURES, CHANDELIERS, and ORNAMENTAL BRONZE WARES. Those wishing handsome and thoroughly made Goods, at very reasonable prices, will find it to their advantage to give us a call before purchasing elsewhere.
N. B.—Soiled or tarnished fixtures refinished with special care and at reasonable prices.
8 4 6m YANKIRK & CO.

CORN EXCHANGE BAG MANUFACTORY.
JOHN T. BAILEY & CO.,
REMOVED TO
N. E. corner of MARKET and WATER Streets,
Philadelphia
DEALERS IN BAGS AND BAGGING
of every description, for
Grain, Flour, Salt, Super-Phosphate of Lime, Bone Dust, Etc.
Large and small GUNNY BAGS constantly on hand.
2-22 5 Also, WOOL SACKS.
JOHN T. BAILEY JAMES CASCADEN.

WILLIAM S. GRANT,
COMMISSION MERCHANT
No. 33 S. DELAWARE Avenue, Philadelphia,
AGENT FOR
Dupont's Gunpowder, Refined Nitre, Charcoal, Etc
W. Baker & Co.'s Chocolate, Cocoa, and Broma.
Crocker Bros. & Co.'s Yellow Metal Sheathing, Bolts and Nails. 1 24 3

COTTON AND FLAX,
SAIL DUCK AND CANVAS.
Of all numbers and brands.
Tent, Awning, Trunk, and Wagon Cover Duck. Also, Paper Manufacturers Drier Felts, from one to seven feet wide; Paulins, Belting, Sail Twine, etc.
JOHN W. EVERMAN & CO.,
3 6 6 No 103 JONES Alley.

GEORGE PLOWMAN,
CARPENTER AND BUILDER,
No. 232 CARTER Street,
And No. 141 DOCK Street,
Machine Work and Millwrighting promptly attended to. 3 8 6

ALEXANDER G. CATTELL & CO.
PRODUCE COMMISSION MERCHANTS
No. 6 NORTH WHARVES
AND
NO. 2 NORTH WATER STREET,
PHILADELPHIA
ALEXANDER G. CATTELL. 2 23 ELIJAH G. CATTELL.

PRIVY WELLS—OWNERS OF PROPERTY—The only place to get Privy Wells cleaned and disinfected at very low prices.
A. PEYSON,
Manufacturer of Poudrette
8 10 5 GOLDSMITH HALL, LIBRARY Street

UNITED STATES REVENUE STAMPS.—Principal Depot, No. 304 CHESNUT Street. Central Depot, No. 103 S. FIFTH Street, one door below Chesnut. Established 1862.
Revenue Stamps of every description constantly on hand in any amount.
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RAILROAD LINES.

NEW AND SHORT ROUTE TO THE OIL REGION.
WARREN AND FRANKLIN RAILWAY.
Trains will run on this road as follows:—
7:30 A. M., Through Train. Leaves Irvineton, at Junction of P. & E. R. R., stopping at principal stations, arrives at Oleopolis at 10 10, and at Oil City at 11 A. M., connecting with trains for Franklin and other points.
1:10 P. M., Through Train. Leaves Irvineton, stopping at all principal stations, arrives at Oil City at 5:50 P. M.
7:30 A. M., Pithole Accommodation. Leaves Oleopolis; arrives at Oil City at 8:15 A. M.
6:40 A. M., Pithole Accommodation. Leaves Oleopolis, and arrives at Oil City at 8 15 A. M.
GOING NORTH.
6:40 A. M., Pithole Accommodation. Leaves Oil City, arrives at Oleopolis at 7 20 A. M., making close connection for Pithole.
9:25 A. M. Trough Train. Leaves Oil City, stopping at all principal stations, arrives at Irvineton at 12 40 P. M., making close connection with trains on P. & E. R. R., bound East and West.
12:30 P. M., Through Train. Leaves Oil City, stops at all principal stations, and arrives at Irvineton at 4 10 P., making close connection for points West, and connecting with latter train Easton P. & E. R. R.
5:40 P. M., Pithole Accommodation. Leaves Oil City arrives at Oleopolis at 6:25 P. M., making close connection for Pithole.
By this route, passengers leaving Philadelphia at noon, arrive at Irvineton at 6:25 A. M., have an hour for breakfast, and arrive at Oil City at 11:00 A. M., or 42 hours from the time of starting.
Passengers leaving Erie at 10 25, reach Oil City at 4:50 P. M., or can stop at Tidioute and return to Erie same day.
Passengers leaving Oil City at 9:30 A. M., arrive at Philadelphia at 7:00 A. M. next day, or at Erie at 4:00 P. M. the day.
Passengers leaving Oil City at 12 50 P. M., arrive at Erie at 5:05 P. M. same afternoon, or at Philadelphia afternoon of the following day.
All trains south leave Irvineton after arrival of trains on Philadelphia and Erie Railroad, connect at Oleopolis for Pithole, and at Oil City with trains for Franklin and other points.
All trains North leave Oil City after arrival of train from Franklin, connecting at Oleopolis with trains for Pithole, and at Irvineton with trains bound both East and West on P. & E. R. R. NATHANIEL P. ROBERT,
General Superintendent,
† Warren and Franklin Railroads.

NEW AND MOST DIRECT ROUTE TO THE OIL REGIONS.
WARREN AND FRANKLIN RAILWAY.
1866. WINTER ARRANGEMENT. 1867.
From Thursday, November 22, 1866, trains leave Irvineton (at the Junction of the Philadelphia and Erie Railroad, 396 miles from Philadelphia).
GOING SOUTH TO OIL CITY.
6:55 A. M. Mail Train arrives at Tidioute at 7 35 A. M.; Oleopolis at 9:10 A. M.; and Oil City at 4 50 A. M.
1:50 P. M. Express Train arrives at Tidioute at 2 30 P. M.; Oleopolis at 4 15 P. M.; and Oil City at 4:50 P. M.
GOING NORTH TO IRVINETON.
Trains leave Oil City as follows:—
9:10 A. M. Express Train arrives at Oleopolis at 9:50 A. M.; at Tidioute at 11:50 A. M.; and at Irvineton at 12 noon making close connection with P. and E. Railroad trains for Philadelphia and all points, both East and West. Passengers for Philadelphia by this train arrive then at 7 A. M.
1:20 P. M. Mail Train arrives at Oleopolis at 1:55 P. M.; Tidioute at 3:35 P. M.; and at Irvineton at 4:15 P. M., making close connection for the West. Philadelphia passengers by this train remain at Irvineton until 8 11 P. M., arriving at Philadelphia at 1:20 P. M.
All trains going South leave Irvineton after arrival of trains on Philadelphia and Erie Railroad, connect at Oleopolis for Pithole City, and at Oil City with Atlantic and Great Western Railway trains for Reno, Franklin, and Meadville, and with trains of Farmers' Railway for Rouseville, Humboldt, Plumer, Rynd, Tarr and Story Farms, Petroleum Centre, etc.
All trains going North leave Oil City and Oleopolis after arrival of trains from above points.
By this route passengers can leave Philadelphia at noon arrive at Irvineton at 6:30 A. M., having 15 minutes for breakfast, and arrive at Oil City at 9:45 A. M. Time through only 22 hours. Or passengers can leave Philadelphia at 3 50 P. M. arrive at Irvineton at 4 23 P. M., next day, remain over night, and take the 6 54 A. M. train South.
At Irvineton passengers will find four comfortable hotels, and first-class dining saloon in the depot.
Be sure to obtain through tickets and baggage checks at Pennsylvania Railroad Depot, West Philadelphia, via Warren and Franklin Railway, the great short route to the Oil Region.
ISAAC BLAKSLEE, Superintendent.
BEVERLEY R. KEIM, General Freight and Ticket Agent. †

NORTH PENNSYLVANIA RAILROAD.—THE MIDDLE ROUTE.—Shortest and most direct line to Bethlehem, Allentown, Mauch Chunk, Hazleton, White Haven, Wilkesbarre, Mahanoy City, and all points in the Lehigh and Wyoming coal regions.
Passenger Depot in Philadelphia, N. W. corner of BERKS and AMERICAN streets.
WINTER ARRANGEMENT.
NINE DAILY TRAINS.
On and after TUESDAY, January 1, 1867, Passenger trains leave the New Depot, corner 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 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. Arrives at Mauch Chunk at 12:05 A. M.; at Wilkesbarre at 3 P. M.; at Mahanoy City at 2 P. M. Passengers by this train can take the Lehigh Valley train, passing Bethlehem at 12 55 P. M., for Easton and points on New Jersey Central Railroad to New York.
At 9 A. M.—Accommodation for Doylestown, stopping at all intermediate stations. Passengers for Willow Grove, Hatboro', and Harisville, by this train, take the Stage at Old York Road.
At 10 15 A. M.—Accommodation for Fort Washington, stopping at intermediate stations.
At 2 35 P. M.—Accommodation for Doylestown, stopping at all intermediate stations. Passengers take Stage at Doylestown for New Hope.
At 3:45 P. M.—Evening Express for Bethlehem and principal stations on the North Pennsylvania Railroad, making close connection at Bethlehem with Lehigh Valley train for Easton, reaching there at 6:45 P. M. Passengers for Plainfield, Somerville, and other points on New Jersey Central Railroad, take New Jersey Central train at Easton, which arrives in New York at 10 45 P. M. Passengers for Sumneytown take Stage at North Wales, and for Nazareth at Bethlehem, and for Greenville at Quakertown.
At 4:20 P. M.—Accommodation, for Doylestown, stopping at all intermediate stations. Passengers for Willow Grove, Hatboro', and Harsville take stage at Abington; for Lumberville at Doylestown.
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 Allentown, Mauch Chunk, etc.
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 9:15 A. M., 2:30 and 8:40 P. M.
2 30 P. M. train makes direct connection with Lehigh Valley trains from Easton, Wilkesbarre, Mahanoy City, and Hazleton.
Passengers leave Wilkesbarre at 1 20 P. M. connect at Bethlehem at 6 15 P. M., and arrive in Philadelphia at 8 40 P. M.
From Doylestown at 8:35 A. M., 5:15, and 7:05 P. M.
From Lansdale at 7 30 A. M.
From Fort Washington at 11 20 A. M., and 3 05 P. M.
ON SUNDAYS.
Philadelphia for Bethlehem at 9 30 A. M.
Philadelphia for Doylestown at 2:35 P. M.
Doylestown to Philadelphia at 7:20 A. M.
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