THE NATIONAL REPUBLICAN.

A GREAT CAMPAIGN PAPER.

READING FOR THE MILLION.

CIRCULATE! CIRCULATE! CIRCULATE!

It is manifestly true that the political campaign upon which the country is just entering is to be a crisis of vast importance. Upon it will depend the dearest interests of the United States Government and people. Having passed through the ordeal of a civil war triumphantly, it remains to be decided whether the legitimate fruits of the united labors of those who united, without respect of party, for the preservation of the Government shall be turned to bitter ashes, and the disunion which Southern rebels could not accomplish shall be effected by Northern politicians.

THE NATIONAL REPUBLICAN

has always battled for the Government and the flag, and now, when disruption of the Union is courted by extremists who, under the guise of pure patriotic principle, are ravenous for political power and place, the

NATIONAL REPUBLICAN

still battles for the flag of our Union.

It is to be an arduous struggle, and we ask in all sincerity that the friends of the Union—which is our cause as against sectionalists of every name and from every quarter—shall give us the encouragement needed by every public journal.

Situated as we are at the capital of the nation and enjoying the best facilities for obtaining information of the utmost importance to every American citizen, we shall confidently undertake to furnish our readers during the forthcoming political campaign with the most valuable political newspaper printed in this or any other city.

As we stood by ABRAHAM LINCOLN in the dark hours of the Republic we stand by his successor, ANDREW JOHNSON, to whom has been assigned the task of restoring to their proper relations the people lately in rebellion, believing, as we do, that he has grasped the true theory of RESTORATION, and that he has the courage to abide by his convictions.

THE DAILY REPUBLICAN

is published every morning, (except Sunday,) and

THE WEEKLY

every Friday morning.

TERMS—WEEKLY:

The WEEKLY REPUBLICAN is furnished at the following low rates:

One copy one year	$2 00
One copy six months	1 00
Three copies one year	5 00
Three copies six months	2 50
Ten copies one year	15 00
Ten copies six months	7 50

TERMS FOR THE WEEKLY

FOR THE CAMPAIGN:

Twenty copies 6 months	$15 00
Ten " " "	7 50
Three " " "	2 50
Twenty " 3 months	7 50
Ten " " "	3 75
Three " " "	1 25

TERMS—DAILY.

The DAILY REPUBLICAN is furnished to mail subscribers at the following rates: One copy, one year, $8; one copy, six months, $4; one copy three months, $2.

TO CLUBS.

Three copies, one year	$22 50
" " six months	11 25
" " three months	5 62
Five copies, one year	35 00
" " six months	17 50
" " three months	8 75

Money orders are preferred from all post offices issuing them; from other post offices the letters should be registered.

It is not necessary that the subscribers to a club should be all sent at one time, or that they should receive their papers at the same post office. Papers will be addressed singly to each member of a club.

We would urge our friends to proceed with the work of getting up clubs immediately. Do not wait until the clubs are full, but forward the names as fast as they are obtained.

Persons sending us a club of twenty subscribers to the WEEKLY, and $30, will be entitled to an extra copy, *free*.

☞ Specimen copies sent on application.

Address, W. J. MURTAGH & CO.,
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Open from 6 o'clock a. m. until 10 p. m.

☞ NO LIQUORS SOLD. ☜

Ice Cream, Water Ices, Confectionery, and choice Pastry constantly on hand. sa16-

PROPOSALS.

PROPOSALS FOR SUPPLIES.

QUARTERMASTER'S OFFICE U. S. MARINE CORPS, WASHINGTON, October 20, 1866.

Sealed proposals for each class, separately, will be received at this office until 2 o'clock, p. m., of TUESDAY, the 4th day of December next, for furnishing to the United States Marine Corps, from January 1, 1867, to June 30, 1868, the following supplies, to be delivered at the office of the Assistant Quartermaster Marine Corps, Philadelphia, Pennsylvania, free of expense to the United States, in such quantities as may, from time to time, be required:

CLASS No. 1.

16,500 Yards of sky-blue kersey, all wool, free from hair, 54 inches wide, to weigh 22 ounces to the yard, (indigo wool dyed.)
6,500 Yards of dark blue kersey, all wool, free from hair, 54 inches wide, to weigh 22 ounces to the yard, (indigo wool dyed.)
3,000 Yards dark blue twilled cloth, all wool, free from hair, 54 inches wide, to weigh 22 ounces to the yard, (indigo wool dyed.)
200 Yards scarlet cloth, all wool, (cochineal dyed,) 54 inches wide, to weigh 16 ounces per yard.

CLASS No. 2.

6,500 Yards six-fourths dark blue flannel for oversacks, all wool, (indigo wool dyed,) 54 inches wide, to weigh 13 ounces per yard.
19,000 Yards three-quarters dark blue flannel for shirts, all wool, (indigo wool dyed,) 27 inches wide, to weigh 6½ ounces per yard.
1,400 Gray blankets, all wool, to weigh 4 pounds each, to be 7 feet long and 5 feet wide, and free from grease.
8,000 Pairs of woolen socks, three sizes, properly made of good fleece wool, with double and twisted yarn, to weigh 3 pounds per dozen pairs, free from grease.

CLASS No. 3.

6,500 Yards white linen for pants, 80 inches wide, to weigh 13 ounces per yard.
12,000 Yards white linen for shirts, 80 inches wide, to weigh 11 ounces per yard.
17,000 Yards Canton flannel for drawers, 27 inches wide, to weigh 7 ounces per yard.
5,000 Yards cotton ticking for bed-sacks.

CLASS No. 4.

1,200 Uniform caps, complete, except pompons.
1,800 Pompons, red worsted, ball shape, and 5 inches in circumference.
4,000 Fatigue caps with covers, to be made of blue cloth, indigo wool dyed.
1,600 Stocks.

CLASS No. 5.

500 Gross coat buttons, (eagle.)
250 Gross jacket buttons, (eagle.)
100 Gross vest Buttons, (eagle.)
1,000 Pairs yellow metal, crescents and scale straps.
1,000 Sets epaulette bullion for privates.
20 Red worsted sashes.
7,000 Yards yellow binding.
2,000 Yards red cord.
25 Swords for Sergeants.
50 Swords for Musicians.
40 Drums (tenor) complete.
250 Better drum-heads.
100 Snare drum-heads.
200 Drum cords.
75 Sets drum snares.
50 Boxwood "B" fifes.
75 Pairs drum sticks.

CLASS No. 6.

10,000 Pairs army bootees, (infantry pattern.)

CLASS No. 7.

800 Cartridge boxes with magazines.
1,500 Bayonet scabbards, with frogs attached.
900 Percussion cap pouches.
800 Cartridge box belts.
1,000 Waist belts.
500 Waist plates.
50 Sword frogs.

CLASS No. 8.

1,200 Knapsacks.

CLASS No. 9.

For making and trimming the following articles, viz:
Watch coats.
Uniform coats for sergeants, corporals, musicians, and privates.
Fatigue coats for sergeants, corporals, musicians, and privates.
Woolen pants for sergeants, corporals, musicians, and privates.
Linen pants for sergeants, corporals, musicians, and privates.
Flannel shirts.
Linen shirts.
Drawers.
Flannel sacks.
Red and blue jackets for boys.
Bedsacks.

The above-mentioned articles must conform in all respects to the sealed standard patterns in the office of the Quartermaster, Marine Corps, Marine Barracks, Washington, D. C.; Assistant Quartermaster's Office, Marine Corps, 226 South Fourth street, Philadelphia, and at the Marine Stations, Brooklyn, New York, and Boston, Massachusetts, where they can be examined: and whenever the articles named above, or any portion of them, shall be considered as not fully conforming to samples, they will be rejected, and the contractor will be bound to furnish others of the required kind without delay, or the Quartermaster will fill the deficiency at the expense of the contractor.

Payments will be made upon the accepted delivery of the whole quantity which may, from time to time, be ordered, withholding ten per cent. from the payment of account rendered under first order until the second order is filled; and ten per cent. from account rendered under second order until third order is filled, and so on until contract is completed.

Each proposal must be accompanied by the following guarantee:

FORM OF GUARANTEE.

The undersigned ——, of ——, in the State of —— and ——, of ——, in the state of ——, hereby guarantee that in case the foregoing bid of ——, for supplies as above described, be accepted, he will, within ten days after the receipt of the contract at the post office named execute the contract for the same, with good and sufficient sureties; and in case the said —— shall fail to enter into contract as aforesaid, we guarantee to make good the difference between the offer of the said —— and that which may be accepted.

Witness, A. B., Guarantor.
E. F. C. D., Guarantor.

I hereby certify that the above-named —— are known to me as men of property, and are able to make good their guarantee. G. H.

To be signed by the United States District Judge, United States District Attorney, or Collector.

No proposals will be considered unless accompanied by the above guarantee.

Newspapers authorized to publish the above will send the paper containing the first insertion to this office for examination.

The bidder's place of business or manufacturing establishments must be especially stated in the proposal.

Proposals must be endorsed on the envelope "Proposals for Supplies for the Marine Corps," and addressed to Major WILLIAM S. SLACK,
oc23-14t Quartermaster, U. S. M. C.

PROPOSALS FOR WRAPPING PAPER AND TWINE.

POST OFFICE DEPARTMENT,
WASHINGTON, D. C., October 25, 1866.

Sealed Proposals will be received at this Department until the 12TH DAY OF DECEMBER next, at 12 o'clock noon, for furnishing WRAPPING PAPER and TWINE for the use of the Post Offices in the United States, for one year from and after the 31st day of December next.

The said articles to be delivered free of expense at the Bank Agencies of the Post Office Department, at Washington, D. C.; New York city, New York; and Buffalo, New York.

The estimated quantity of each article, and the quality thereof, required at each agency, are specified below.

District No. 1, of Washington, D. C.

2,500 reams of Wrapping Paper, 20 by 25 inches in size, of material and quality equal in all respects to that now in use in the Department, to weigh 22 pounds to the ream, and each ream to contain 20 perfect quires.
10,000 pounds of Jute, or other suitable Twine, hard twisted, and in balls, to weigh about one pound each.
2,000 pounds of coarse Hemp Twine, about one-eighth of an inch in diameter, and in balls to weigh from one to two pounds each.

District No. 2, at New York city, New York.

12,000 reams of Wrapping Paper, similar to that described in the estimates for District No. 1.
27,000 pounds of Jute, or other Twine, similar to that described in the estimates for District No. 1.
10,000 pounds of coarse Hemp Twine, similar to that required for District No. 1.

District No. 3, at Buffalo, New York.

10,000 reams of Wrapping Paper, similar to that required for District No. 1.
20,000 pounds of Jute, or other Twine, similar to that required for District No. 1.
10,000 pounds of coarse Hemp Twine, similar to that described and required for District No. 1.

Proposals will be received for each article separately, and separately for each district, or for all the articles, and for all the districts.

The contract or contracts will be awarded to the lowest and best bidder, to be determined after a careful examination for the purpose of ascertaining which bid will, in its practical results, be most advantageous to the Department.

If the districts should be reconstructed, or the number increased or diminished, the articles shall be delivered at such place or places as the Postmaster General shall designate at pro rata rates.

And the Postmaster General reserves the right on his part of increasing or reducing the quantity of the articles required over or under the estimates named in this advertisement, if he shall consider it necessary to do so.

Samples of such articles as are now used at the Post Offices can be seen at either of the above-named agencies.

Bidders will send samples of such articles as they propose to furnish with their bids.

Each bidder must furnish with his proposals guarantees of his ability to comply with his bid, and a certificate from a postmaster that such guarantors are creditable and reliable citizens must also accompany his proposals.

Two sufficient sureties will be required to a contract.

A failure to furnish an article contracted for promptly, or the furnishing an article inferior to that contracted for, will be considered a sufficient cause for the forfeiture of the contract.

Bids not made as required by this notice will not be considered.

Proposals must be marked on the envelope with the name of the article or articles proposed for, and the letter containing them addressed to the First Assistant Postmaster General, Washington, D. C.

ALEX. W. RANDALL,
oc27-law6w Postmaster General.

ORPHANS' COURT.

November 10, 1866.

DISTRICT OF COLUMBIA, WASHINGTON COUNTY—To Wit:

In the case of George W. Weathrook, administrator of Leonardo Weathrook, deceased, the administrator aforesaid has, with the approbation of the Orphans' Court of the Washington County aforesaid, appointed TUESDAY, the 4th day of December next, for the final settlement and distribution of the personal estate of said deceased, and of the assets in hand, as far as the same have been collected and turned into money; when and where all the creditors and heirs of said deceased are notified to attend, with their claims properly vouched, or they may otherwise by law be excluded from all benefit in said deceased's estate: provided a copy of this order be published once a week for three weeks in the NATIONAL REPUBLICAN previous to the said day.

Test:
no13-law3w* JAS. R. O'BRIENE,
Register of Wills.

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"A necessity in every household."—*Boston Transcript.*

"It is at once a leading political and historical annalist of the nation."—*Philadelphia Press.*

"The best of its class in America."—*Boston Traveler.*

SUBSCRIPTIONS.—1867.

The Publishers have perfected a system of mailing by which they can supply the Magazine and Weekly promptly to those who prefer to receive their periodicals directly from the office of publication. Postmasters and others desirous of getting up Clubs will be supplied with a show bill on application.

The postage on Harper's Weekly is 20 cents a year, which must be paid at the subscriber's post office.

TERMS:

Harper's Weekly, one year.....$4.

An extra copy of either the Weekly or Magazine will be supplied gratis for every Club of five subscribers at $4 each, in one remittance, or six copies for $20.

Back numbers can be supplied at any time.

The Annual Volumes of Harper's Weekly, in neat cloth binding, will be sent by express, free of expense, for $7 each. A complete set, comprising nine volumes, sent on receipt of cash, at the rate of $5 25 per volume, freight at expense of purchaser. Volume X ready January 1st, 1867.

*** Subscriptions sent from British North American Provinces must be accompanied with 20 cents additional, to prepay United States postage. Address,

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We must refer in terms of eulogy to the high tone and varied excellencies of Harper's Magazine, a journal with a monthly circulation of about 170,000 copies, in whose pages are to be found some of the choicest light and general reading of the day. We speak of this work as an evidence of the culture of the American people; and the popularity it has acquired is merited. Each number contains fully 144 pages of reading matter, appropriately illustrated with good wood cuts; and it combines in itself the racy monthly and the more philosophical quarterly, blended with the best features of the daily journal. It has great power in the dissemination of a love of pure literature.—*Tribune's Guide to American Literature, London.*

The volumes bound constitute of themselves a library of miscellaneous reading, such as cannot be found in the same compass in any other publication that has come under our notice.—*Boston Courier.*

SUBSCRIPTIONS.—1867.

The Publishers have perfected a system of mailing by which they can supply the Magazine and Weekly promptly to those who prefer to receive their periodicals directly from the office of publication.

The postage on Harper's Magazine is 24 cents a year, which must be paid at the subscriber's post office.

TERMS:

Harper's Magazine, one year.....$4.

An extra copy of either the Magazine or Weekly will be supplied gratis for every Club of Five Subscribers at $4.00 each, in one remittance, or Six Copies for $20.

Back numbers can be supplied at any time.

A complete set, now comprising thirty-three volumes, in neat cloth binding, will be sent by express, freight at expense of purchaser, for $2.25 per volume. Single volumes, by mail, postpaid, $3. Cloth cases, for binding, 50 cents, by mail, postpaid.

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ONCE MORE IN RUNNING ORDER.

The damage caused by the late fire has been so far repaired that business will be resumed

THIS MORNING, (WEDNESDAY, October 4th,)

When, as formerly, the rule will be strictly enforced throughout the establishment,

"PRODUCE THE BEST, NO MATTER WHAT THE COST IN TIME AND MATERIAL."

Mr. G. takes this opportunity to thank his numerous friends and customers for past kindness, and to say it shall be his constant aim to continue to merit the very liberal encouragement heretofore extended to him

oc4-tf

RAILROADS.

WASHINGTON, ALEXANDRIA, AND GEORGETOWN RAILROAD.

TIME TABLE.

On and after MONDAY, November 12, 1866, and until further notice, Passenger Trains will run between Washington and Alexandria as follows:

LEAVE WASHINGTON.		LEAVE ALEXANDRIA.	
From Maryland avenue Depot,		From corner of Duke and Henry streets.	
Local at	5.15 a. m.	Local at	4.45 a. m.
Through Mail	6.35 "	Local, cor. King and Henry	6.00 "
Local at	7.00 "	Local at	8.00 "
"	9.00 "	"	10.00 "
"	2.00 p. m.	"	3.00 p. m.
"	4.20 "	Through Mail, cor. Duke and Henry	5.00 "
"	6.30 "	Local, cor. King and Henry	7.00 "
"	11.30 "	"	12.00 "

SUNDAY PASSENGER TRAINS.

LEAVE WASHINGTON.		LEAVE ALEXANDRIA.	
From Maryland avenue Depot.		From corner of Duke and Henry streets.	
Through Mail at	6.35 a. m.	Local at	4.45 a. m.
Local at	6.30 p. m.	Through Mail at	5.00 p. m.

O. A. STEVENS, General Superintendent.
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ALLENTOWN LINE TO THE WEST.

THREE EXPRESS TRAINS DAILY FOR THE WEST, Except Sundays, when one train in the evening.

SIXTY MILES and THREE HOURS saved by this line to Chicago, Cincinnati, St. Louis, &c., with but one change of cars.

SPRING ARRANGEMENTS.

Commencing May 21, 1866, leave New York as follows:

7.30 a. m.—Express for the West—connects at Easton with train for Mauch Chunk, Williamsport, Wilkesbarre, Mahanoy City, &c.

Mail Train at 8.00 a. m. for Flemington, Easton, Water Gap, Scranton, Wilkesbarre, Great Bend, Pittston, Binghamton, &c.

9.00 a. m., Western Express for Easton, Allentown, Harrisburg, Pittsburg and the West, with but one change of cars to Cincinnati or Chicago, and but two changes to St. Louis. Connects at Harrisburg with the Northern Central and Philadelphia and Erie roads, for Corry and the Oil Regions.

12.00 m. for Easton, Allentown, Mauch Chunk, Reading, Pottsville, Harrisburg, &c.

4.00 p. m. for Easton, Scranton, Great Bend, Bethlehem, and Mauch Chunk.

5.00 p. m. for Somerville and Flemington.

6.15 p. m. for Somerville.

7.30 p. m. for Somerville.

8.00 p. m., Western Express Train, for Easton, Allentown, Reading, Harrisburg, Pittsburg, and the West.

Sleeping Cars through from Jersey City to Pittsburg, every evening.

Tickets for the West can be obtained at the office of the Central Railroad of New Jersey, foot of Liberty street, N. R.; at No. 1 Astor House; at Nos. 271, 526, and 944 Broadway; and at the principal hotels.

JOSIAH C. STEARNS, Superintendent.
se26

READING RAILROAD.

GREAT TRUNK LINE.

FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE SCHUYLKILL, SUSQUEHANNA, CUMBERLAND, AND WYOMING VALLEYS, THE NORTH, NORTHWEST, AND THE CANADAS.

SUMMER ARRANGEMENT OF PASSENGER TRAINS, JUNE 4, 1866,

Leaving the Company's Depot, at THIRTEENTH and CALLOWHILL streets, Philadelphia, at the following hours:

MORNING ACCOMMODATION.

At 7.30 a. m., for Reading and intermediate Stations.

MORNING EXPRESS.

At 8.15 a. m., for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Allentown, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc., etc.

This train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the Lebanon Valley train for Harrisburg, etc.; at PORT CLINTON with the Catawissa Railroad trains for Williamsburg, Lockhaven, Elmira, etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS.

Leaves Philadelphia at 3.30 p. m., for Reading, Pottsville, Harrisburg, etc., connecting with Reading and Columbia trains for Columbia, etc.

READING ACCOMMODATION.

Leaves Reading at 6 a. m., stopping at all way stations, arriving at Philadelphia at 8.55 a. m.

Returning, leaves Philadelphia at 5 p. m.; arrives in Reading at 7.55 p. m.

Trains for Philadelphia leave Harrisburg, at 8.10 a. m., and Pottsville at 8.45 a. m., arriving in Philadelphia at 1 p. m. Afternoon trains leave Harrisburg at 2.10 p. m.; Pottsville at 2.45 p. m., arriving in Philadelphia at 6.45 p. m.

HARRISBURG ACCOMMODATION.

Leaves Reading at 7.30 a. m., and Harrisburg at 4.10 p. m., connecting at Reading with Afternoon Accommodation south at 6.30 p. m., arriving in Philadelphia at 9.10 p. m.

Market train, with passenger car attached, leaves Philadelphia at 12.45 noon, for Reading and all way stations. Leaves Reading at 11.30 a. m., and Downingtown at 12.30 p. m., for Philadelphia and all way stations.

All the above trains run daily, Sundays excepted.

Sunday trains leave Pottsville at 8 a. m., and Philadelphia at 3.15 p. m. Leave Philadelphia for Reading at 8 a. m.; returning from Reading at 4.25 p. m.

CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 7.30 and 8.15 a. m., and 5 p. m. trains from Philadelphia, returning from Downingtown at 6.35 a. m. and 12.30 noon.

NEW YORK EXPRESS FOR PITTSBURGH AND THE WEST.

Leaves New York at 9 a. m. and 8 p. m., passing Reading at 1.05 and 11.53 a. m. and 1.48 p. m., and connecting at Harrisburg with Pennsylvania and Northern Central railroad express trains for Pittsburgh, Chicago, Williamsport, Elmira, Rochester, Buffalo, &c.

Returning, express train leaves Harrisburg on arrival of the Pennsylvania express from Pittsburgh at 3 and 9.05 a. m. and 9.15 p. m., passing Reading at 4.49 and 10.52 a. m. and 11.30 p. m., and arriving in New York at 10 a. m. and 2.45 p. m. Sleeping cars accompany these trains through between Jersey City and Pittsburgh without change.

A mail train for New York leaves Harrisburg at 2.10 p. m. Mail train for Harrisburg leaves New York at 12 m.

SCHUYLKILL VALLEY RAILROAD.

Trains leave Auburn at 7.50 a. m. for Pinegrove and Harrisburg, and 1.50 p. m. for Pinegrove and Tremont, returning from Harrisburg at 3.20 p. m., and from Tremont at 7.35 a. m. and 3.25 p. m.

TICKETS.

Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canada. The following tickets are obtainable only at the office of S. BRADFORD, Treasurer, No. 227 S. Fourth street, Philadelphia, or of G. A. NICOLLS, General Superintendent, Reading:

COMMUTATION TICKETS.

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

MILEAGE TICKETS,

Good for 2,000 miles, between all points, $32.50 each, for families and firms.

SEASON TICKETS,

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

CLERGYMEN

Residing on the line of the road will be furnished cards entitling themselves and wives to tickets at half fare.

FREIGHT.

Goods of all descriptions forwarded to all the above points, from the Company's new Freight Depot, BROAD and WILLOW streets.

FREIGHT TRAINS

Leave Philadelphia daily at 3.30 a. m., 12.45 noon, and 6 p. m., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and all points beyond.

MAILS

Close at the Philadelphia Post Office for all places on the road and its branches at 5 a. m., and for the principal stations only at 3.45 p. m. se13-tf

RARITAN AND DELAWARE BAY RAILROAD

CHANGE OF TIME.

On and after MONDAY, August 6, 1866, the trains and boats of this company will leave as follows:

Steamer JESSE HOYT will leave Pier No. 32 N. R., foot of Duane street, at 10.45 a. m., connecting with Express for Red Bank, Long Branch, Farmingdale, Point Pleasant, Bricksburg, Manchester, Toms's River, Woodmansie, Barnegat, Chamong, Tuckerton, Atsion, Jackson, and Philadelphia, and all stations on the Camden and Atlantic Railroad.

At 4 p. m. from Pier No. 32 N. R., and 4.15 p. m. from Pier No. 3 N. R., connecting with trains for above points and Philadelphia and Express train for Long Branch.

Fare to Long Branch on this train only 25 cts.

Fare to Philadelphia on all trains, $2

The freight boat leaves at 5.30 p. m. for all points on the line and Philadelphia.

RETURNING TRAINS LEAVE PHILADELPHIA:

Express at 9 a. m., from foot of Vine street. Fare to New York, $2.

Way, Mail, and Express at 2.40 a. m. from Camden, arriving at New York at 9.30 a. m., and stopping at Pier 3 N. R.

Freight at 5.15 p. m., arriving in New York at 4 o'clock next morning.

All baggage must be delivered in New York at Pier No 32, as none will be received at Pier at No 3.

sel1-tf WM. N. CLAYTON, Sup't.

SHORE LINE RAILWAY.

GREAT MAIL ROUTE
BETWEEN
NEW YORK, PROVIDENCE AND BOSTON.

THREE DAILY TRAINS,

Leaving New York, corner of Twenty-seventh street and Fourth avenue, at 6 a. m., 12.15, 2 and 8 p. m.

This new and popular route between New York and Boston is by far the most delightful between the two great cities, skirting as it does the shores of Long Island Sound and Narragansett Bay, being almost entirely free from dust (that great annoyance to travelers) and affording a fine sea breeze nearly the entire route.

Splendid sleeping cars attached to all night trains.

se15-tf S. S. SCRANTON, President.

EDWARD LYCETT,
BOOK-BINDER AND PAPER-RULER,

No. 271 Pennsylvania avenue, between Tenth and Eleventh streets, south side.

Books elegantly or plainly bound. Periodicals and Newspapers carefully attended to

RAILROADS.

BROOKLYN AND JAMAICA RAILWAY COMPANY.

CHANGE OF TIME.

SUMMER ARRANGEMENT FROM AUGUST 13, 1866.

LEAVE SOUTH FERRY.

For Jamaica, 7.45 and 10.15 a. m., 12.50, 3, 4, 5.45 and 6.45 p. m.

For Hempstead, 7.45 and 10.15 a. m., and 3 and 4 p. m.

For Syosset, 10.15 a. m., and 4 p. m.

Greenport, 7.45 a. m., and 3 p. m.

Leave Jamaica for Brooklyn, 5.40, 7.30, 8.25, 9, and 10 a. m., and 1, 3.30, 4, 6, and 7 p. m.

SUNDAY TRAINS.

Connecting at East New York with city cars.

Leave Jamaica, 8, 9, and 11 a. m., 1, 2.15, 3.30, 5, and 6.15 p. m.

Leave East New York for Jamaica, 8.30, 9.30, and 11.30 a. m., 1.30, 2.45, 4, 5.30, and 6 45 p. m.

The 7.45 a. m. train from South Ferry connects with L. I. R. R. excursion train. D. J. MOLLOY,
se26 Superintendent.

BALTIMORE AND OHIO RAILROAD.

WASHINGTON, June 17, 1866.

Trains between WASHINGTON and BALTIMORE, and WASHINGTON AND THE WEST, are now run as follows, viz:

FOR BALTIMORE.

Leave daily, except Sunday, at 7.00, 7.30, and 11.15 a. m., and 2.45, 4.30, and 5.00 p. m.

FOR ALL WAY STATIONS.

Leave daily, except Sunday, at 7.00 a. m. and 2.45 and 5 p. m.

FOR WAY STATIONS SOUTH OF ANNAPOLIS JUNCTION.

Leave at 6.15 and 7 a. m., and at 2.45 and 4.35 p. m. daily, except Sunday.

FOR ANNAPOLIS.

Leave at 7.00 and 7.30 a. m., and 4.30 p. m. No train to or from Annapolis on Sunday.

ON SUNDAY.

FOR BALTIMORE.

Leave at 7.30 a. m. and 2.45 and 8.00 p. m

FOR WAY STATIONS.

Leave at 7.30 a. m. and 2.45 and 8 p. m.

FOR ALL PARTS OF THE WEST.

Leave daily, except Sunday, at 7.30 a. m. and 8.00 p. m.

On Sunday, at 8.00 p. m. only, connecting at Relay Station with trains from Baltimore to Wheeling, Parkersburg, &c.

Through tickets to the West can be had at the Washington Station Ticket Office at all hours in the day, as well as at the Bankers' and Brokers' Telegraph Office, 348 Pennsylvania avenue, between Sixth and Seventh streets.

See Baltimore and Ohio railroad advertisement for schedule between Washington, Baltimore, Annapolis, and the West.

J. L. WILSON,
Master of Transportation.
L. M. COLE,
General Ticket Agent.
GEO. S. KOONTZ,
oc Agent, Washington.

IMPORTANT TO TRAVELERS GOING SOUTH.

THE GREAT ATLANTIC SEABOARD ROUTE NOW OPEN AND IN SUCCESSFUL OPERATION FROM NEW YORK TO NEW ORLEANS,

VIA THE

WILMINGTON AND WELDON AND WILMINGTON AND MANCHESTER RAILROADS AND THEIR CONNECTIONS,

To Charleston, Savannah, Augusta, Atlanta, West Point, Macon,