JOURNEY OF THE PRESIDENT ELECT.

The Reception at Buffalo.

BUFFALO, Feb. 16.—Mr. Lincoln arrived here this afternoon. He was met by a deputy of citizens, headed by Hon. Millard Fillmore. A hearty greeting passed between them.

The crowd was very dense all along the route from Cleveland, and Mr. Lincoln was everywhere enthusiastically received.

Horace Greeley joined the party at Girard, and accompanied them to Erie.

At Dunkirk, while addressing the people, Mr. Lincoln, grasping the staff of an American flag, under the folds of which he stood, announced his intention to stand by that flag, and asked the people to stand by him as long as he should do so.

At Erie, Mr. Lincoln addressed the people, excusing himself for not expressing his opinion on the exciting questions of the day. He trusted that when the time for speaking came he should find it necessary to say nothing not in accordance with the Constitution and the interests of the people of the whole country.

At Geneva, Ohio, one of the crowd addressed Mr. Lincoln, and exhorted him to stand by the Constitution and the cause of liberty.

The joint committee from the municipal bodies and citizens of Philadelphia, reached Cleveland, last night, bearing an engrossed document, tendering Mr. Lincoln the hospitalities of that city. They returned this morning with Mr. Lincoln's acceptance.

Mr. Lincoln made the following speech on his reception in this city:—

Mr. Mayor and Fellow Citizens of Buffalo and the State of New York:—I am here to thank you briefly for this grand reception, given not to me personally, but as a representative of our great and beloved country. Your worthy Mayor has been pleased to mention in his address to me the fortunate and agreeable journey we have had from home—only it has been rather a circuitous route—to the Federal Capital. I am very happy that he was enabled in truth to congratulate myself and company on that fact. It is true we have had nothing thus far to mar the pleasure of the trip. We have not been met alone by those who assisted in giving the election to me, but by the whole population of the country through which we have passed. This is as it should be. Had the election fallen to any other of the distinguished candidates instead of myself, under the peculiar circumstances, it would have been proper for all citizens to have greeted him as you now greet me. It is an evidence of the devotion of the whole people to the Constitution and the Union and the perpetuity of the liberties of this country.

I am unwilling, on any occasion, that I should be so meanly thought of as to have it supposed, for a moment, that these demonstrations are tendered to me personally. They are tendered to the country—to the institutions of the country, and to the perpetuity of the liberties of the country, for which these institutions were made and created. Your worthy mayor has thought fit to express the hope that I may be able to relieve the country from the present, or I should say, the threatened difficulties. I am sure I bring a true heart to the work. [Tremendous applause.] For the ability to perform it, I must trust in that Supreme Being who has never forsaken this favored land, through the instrumentality of this great and intelligent people. Without that assistance, I shall surely fail; with it, I cannot fail.

When we speak of threatened difficulties to the country, it is natural that it should be expected that something should be said by myself with regard to particular measures. Upon more mature reflection, however, and others will agree with me when it is considered that these difficulties are without precedent, and have never been acted upon by any individual situated as I am, it is most proper that I should wait to see the developments and get all the light possible, so that when I do speak authoritatively I may be as near right as possible. [Cheers.] When I shall speak authoritatively, I hope to say nothing inconsistent with the Constitution and the Union—the rights of all the States, of each State, and of each section of the country, and not to disappoint the reasonable expectations of those who have confided to me their votes. In this connection, allow me to say that you, as a portion of the great American people, need only to maintain your composure, stand up to your sober convictions of right, to your obligations to the Constitution, and act in accordance with those sober convictions, and the clouds which now rise in the horizon will be dispelled, and we shall have a bright and glorious future. When this generation has passed away, tens of thousands will inhabit this country where only thousands inhabit it now.

I do not propose to address you at length—I have no voice for it. Allow me again to thank you for this magnificent reception, and bid you farewell.

Mr. Lincoln spoke with the utmost difficulty, being so hoarse from his frequent efforts as to be scarcely able to make himself heard.

The reception in this place was the most ill conducted affair witnessed since the departure from Springfield. A thick crowd had been allowed to await the arrival of the train in the depot, so that but a narrow passage could be kept open by the few soldiers and policemen detailed to protect the President. He had hardly left his car, and after heartily shaking hands with Mr. Fillmore, made a few steps towards the door, when the crowd made a rush, and overpowering the guard, pressed upon him and party with a perfect furor.

A scene of the wildest confusion ensued. To and fro the ruffians swayed, and soon cries of distress were heard on all sides. The pressure was so great that it is really a wonder that many were not crushed and trampled to death. As it was, Major Hunter, of the President's escort, alone suffered a bodily injury by having his arm dislocated. The President elect was safely got out of the depot only by the desperate efforts of those immediately around him. His party had to struggle with might and main for their lives, and after fighting their way to the open air found some of the carriages already occupied, so that not a few had to make for the hotel afoot as best they could.

The hotel doors were likewise blockaded by immovable thousands, and they had to undergo another tremendous squeeze to get inside. The indignation of the Presidential cortege at their rough treatment is great, and they insist that Mr. Lincoln should decline all further public receptions, in case no better protection could be guarantied.

Although somewhat exhausted, Mr. Lincoln is in good spirits. This evening he is holding a levee at the American hotel.

Mrs. Lincoln and family continue in good health.

The German Leidertafel serenade him to-night.

The rooms of the Young Men's Christian Union, directly opposite the American Hotel, had displayed a large banner, upon which were the words: "We will pray for you."

Just before the procession arrived at the American Hotel, a wagon filled with wood drove in front of the hotel in fulfilment of a bet, conditioned, that if Mr. Lincoln was elected, one party was to saw a half a cord of wood in front of the American, and present the wood to the poorest negro in the city. If Mr. Lincoln was not elected the other party was to saw the wood and present it to a Buffalo newspaper. The losing party sawed vigorously while Mr. Lincoln was speaking.

BUFFALO, Feb. 17.—Mr. Lincoln attended church this morning in company with ex-President Fillmore, and afterwards dined with him. Mr. Lincoln leaves for Albany, on a special train, at 5.45 to-morrow morning. Five members of the Governor's staff, the Mayor of Rochester, and the Chairman of the Rochester Committee have joined the party here.

The Programme of the Presidential Trip.

The following shows the arrivals and departures in and from the various localities the President elect and party will visit on their journey to Washington:

MONDAY, Feb. 18.—Leave Buffalo at six A. M., and arrive at Albany at three P. M.

TUESDAY, Feb. 19.—Leave Albany at ten A. M., and arrive at New York at three P. M.

Mr. W. S. Wood, the manager of the Presidential party, informs us that the following arrangements have been completed:

THURSDAY, Feb. 21.—Leave New York at nine A. M., and arrive at Trenton at twelve M., leave Trenton at half past two P. M., and arrive at Philadelphia at four P. M.

FRIDAY, Feb. 22.—Leave Philadelphia at nine A. M., and arrive at Harrisburg at one P. M.

SATURDAY, Feb. 23.—Leave Harrisburg at nine A. M., and arrive at Baltimore at one P. M.; leave Baltimore at three P. M., and arrive at Washington at half past four P. M.

RUSSIA ISINGLASS.—GENUINE Russia Isinglass in sheets, for sale by CHARLES ELLIS & CO., Druggists, No. 724 Market Street.

INSURANCE.

THE WASHINGTON FIRE AND MARINE INSURANCE COMPANY, No. 233 WALNUT Street, FARQUHAR BUILDINGS, Philadelphia.

CAPITAL AND SURPLUS, $123,594 35.
SUBSCRIBED CAPITAL, $200,000.

Insures against LOSS or DAMAGE by FIRE on Buildings, Merchandise, Household Furniture, &c.; also, on Cargoes and Freights to and from all parts of the World and Inland Navigation and Transportation, on favorable terms.

OFFICERS.
H. K. STRONG, President.
D. D. JONES, Vice President.
O. C. BUTLER, Secretary and Treasurer.
H. G. O. RAMBORGER, Assist. Secretary.

DIRECTORS.
Henry K. Strong, O. C. Butler,
Olonzo Butler, Charles G. Imlay,
D. D. Jones, F. F. Torrey,
William Imlay, John Tonner,
William Wright, Wm. B. Grubb,
J. H. Hayes, H. G. O. Ramborger.

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 thirty years, continues to insure against loss or damage by Fire, on Public or Private Buildings, either permanently or for a limited time. Also on Furniture, Stocks of Goods and Merchandise generally, on liberal terms.

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

DIRECTORS.
Jonathan Patterson, Isaac Hazlehurst,
Quintin Campbell, Thomas Robins,
Alexander Benson, Daniel Smith, Jr.,
William Montelius, John Devereux,
Thomas Smith.
JONATHAN PATTERSON, President.
BEATON SMITH, Secretary. fe2

AMERICAN MUTUAL INSURANCE COMPANY.—Office, Farquhar Building, No. 233 WALNUT Street.—MARINE AND INLAND INSURANCES.—Risks taken on vessels, cargoes and freight, to all parts of the world, and on goods by inland transportation on rivers, canals, railroads and other conveyances throughout the United States.

WILLIAM CRAIG, President,
PETER CULLEN, Vice President.
D. B. STACEY, Secretary.

DIRECTORS.
William Craig, Henry C. Dallet,
Peter Cullen, William T. Lowber,
John Dallett, J. Johnson Brown,
William H. Merrick, Samuel A. Rulon,
Gillies Dallett, Mason Hutchins,
Benjamin W. Richards, Henry L. Elder,
John M. Kennedy, Charles Conrad,
William M. Baird. ja8

LIFE INSURANCE AND TRUST COMPANY.—THE GIRARD LIFE INSURANCE, ANNUITY AND TRUST COMPANY, OF PHILADELPHIA.

OFFICE No. 408 CHESTNUT ST.,
A few doors above Fourth street, South side.
CHARTER PERPETUAL.
CAPITAL, $300,000—paid in and invested in Bonds and Mortgages.

Continue to make Insurance on Lives, grant Annuities and Endowments, and make contracts generally, which depend on the contingencies of life. They act as Executors, Administrators, Assignees, Receivers, Committees of Lunatics, Guardians of Minors, and Trustees generally, whether committed to their charge by individuals, Courts of Justice, or corporate bodies.

They receive Deposits on Interest, payable at a short notice, or on demand, as may be agreed upon.

They give a participation of Profits to the Insured for Life.

MANAGERS.
Thomas Ridgway, John A. Brown,
Robert Pearsall, John B. Latimer,
Joseph Yeager, John R. Slack,
Thomas P. James, John C. Mitchell,
Frederick Brown, Isaac Barton,
George Taber, Seth J. Comly,
Henry G. Freeman, Isaac Starr.

MEDICAL EXAMINERS—G. Emerson, M. D., and Samuel Chamberlaine, M. D., attend at the office daily, at 12 o'clock, noon.

Pamphlets containing table of rates and explanation of forms of application, and further information can be had at the office. THOMAS RIDGWAY, President.
JOHN F. JAMES, Actuary. ap15

INSURANCE COMPANY OF NORTH AMERICA.
No. 232 WALNUT STREET, (South side,) East of Third Street.

INCORPORATED IN 1794. CAPITAL $500,000, ALL PAID IN AND SECURELY INVESTED. CHARTER PERPETUAL. MARINE, FIRE, AND INLAND TRANSPORTATION INSURANCE.

The properties of this Company are well invested, and furnish an available fund for the ample indemnity of all persons who desire to be protected by Insurance.

MARINE RISKS taken on Vessels, Freights and Cargoes.

INLAND TRANSPORTATION RISKS on Merchandise per Railroads, Canals and Steamboats.

FIRE RISKS on Merchandise, Furniture and Buildings in City and County.

STATEMENTS OF ASSETS OF THE COMPANY JANUARY 1, 1860.

Bonds and Mortgages	$404,983 84
State, City, and Corporation Bonds	327,150 00
Stocks in Banks and other Corporations	33,531 00
Notes Receivable and other debts due the Company	343,370 14
Cash in Bank	88,490 71
Real Estate, 232 Walnut Street	22,000 00
TOTAL PROPERTIES	$1,219,475 19

DIRECTORS.
Arthur G. Coffin, William Welsh,
Samuel W. Jones, William E. Bowen,
John A. Brown, James N. Dickson,
Samuel F. Smith, S. Morris Wain,
Charles Taylor, John Mason,
Ambrose White, George L. Harrison,
John R. Neff, Francis R. Cope,
Richard D. Wood, Edward H. Trotter.
ARTHUR G. COFFIN, President.
CHARLES PLATT, Secretary.

AMERICAN FIRE INSURANCE COMPANY.
INCORPORATED 1810—CHARTER PERPETUAL.
No. 310 WALNUT Street, above THIRD Street, PHILADELPHIA.

Having a large paid up CAPITAL STOCK and SURPLUS invested in sound and available Securities, continue to insure on Dwellings, Stores, Furniture, Merchandise, Vessels in port, and their Cargoes, and other personal property. All Losses liberally and promptly adjusted.

DIRECTORS.
Thomas R. Maris, John T. Lewis,
John Welsh, James R. Campbell,
Samuel C. Morton, Edmund G. Dutilh,
Patrick Brady, Charles W. Poultney,
Israel Morris.
THOMAS R. MARIS, President.
ALBERT C. L. CRAWFORD, Secretary. my22-tf

JEFFERSON FIRE INSURANCE COMPANY OF PHILADELPHIA—Office, Northeast corner of THIRD and BUTTONWOOD, Streets, (late Tammany.)

Incorporated by the Legislature of Pennsylvania. CHARTER PERPETUAL. Capital authorized by law, $500,000. Make Insurance against Loss or Damage by Fire on Public or Private Buildings, Furniture, Stocks of Goods and Merchandise, on favorable terms.

DIRECTORS:
George Erety, Henry Gerker,
August C. Miller, George K. Smith,
John F. Belsterling, Frederick Staake,
Henry Treemner, Geo. M. Kinsler,
William M'Daniel, Jonas Bowman,
Thomas Hargrave, James Smith,
Jacob Nullet, Jacob Schandien,
George Butz, Jr.
GEORGE ERETY, President.
JOHN F. BELSTERLING, Vice President.
PHILIP E. COLEMAN, Secretary. au12-tf

THE COUNTY FIRE INSURANCE COMPANY.
OFFICE No. 432 NORTH THIRD STREET.

"The Fire Insurance Company of the County of Philadelphia," Incorporated by the Legislature of Pennsylvania, in 1832, for indemnity against loss or damage by Fire, exclusively.

CHARTER PERPETUAL.

This old and reliable institution, with ample capital and contingent fund carefully invested, continues to insure buildings, furniture, merchandise, &c., either permanently or for a limited time, against loss or damage by Fire, at the lowest rates consistent with the absolute safety of its customers.

Losses adjusted and paid with all possible despatch.

DIRECTORS.
Charles J. Sutter, Michael McGill, Fred'k Schober,
Robert V. Massey, Henry Crilly, Joseph Moore,
Samuel Bennell, John Horn, George Mecke,
Henry Budd,
CHARLES J. SUTTER, President.
BENJAMIN F. HOECKLEY, Secretary and Treasurer.

EDUCATION.

SINGING AND PIANO TAUGHT BY E. GEALLETTE. By the new simplified System the pupil will play well in one quarter. Residence No. 524 South FOURTH Street. fe5-12t*

BRYANT & STRATTON'S NATIONAL MERCANTILE COLLEGES, located at Philadelphia; Southeast corner SEVENTH and CHESTNUT; New York; Buffalo, Cleveland, Chicago and St. Louis. For information, call or send for catalogue. fe12-tf

EQUESTRIANISM.—THE BEAUTIFUL and invigorating exercise of Riding on Horseback is getting to be quite fashionable in this city. There is no recreation more healthful and invigorating than that on horseback. Instruction and experience will enable a lady to ride gracefully, elegantly and with confidence—and what is more beautiful than a lady neatly attired, well mounted and riding with ease and grace.

At the PHILADELPHIA RIDING SCHOOL, FOURTH Street, above Vine, HORSEMANSHIP is thoroughly and scientifically taught. THOMAS CRAIGE & SON.
Horses Trained on the Baucher System. ja9

REFINED SUGAR.—1,000 BBLS. Lovering's Crushed, Coarse and Fine Pulverised, A, B and C Coffee, and Refined Yellow Sugar, for sale by JAMES GRAHAM & CO., Letitia Street.

OIL OF SASSAFRAS, PURE, AND A large lot of Pith of Sassafras, collected in Virginia, for sale low to the trade, by CHARLES ELLIS & CO., Druggists, No. 724 Market Street, below Eighth.

INSURANCE.

FRANKLIN FIRE INSURANCE COMPANY, OF PHILADELPHIA.
NOS. 435 AND 437 CHESTNUT STREET.

CAPITAL		$400,000 00
Perpetual Premiums	$914,146 85	
Less 5 per cent., retainable	45,707 34	
		868,439 51
Unexpired Temporary Premiums	237,593 13	
Less for the portion of time expired on Policies over one year	37,060 80	
Irreclaimable		200,512 33
Surplus		800,224 24
Total		$2,269,176 08

STATEMENT OF THE ASSETS OF THE COMPANY ON JANUARY 1, 1861.

First Mortgages, amply secured	$1,954,558 85
Real Estate (present value $110,299 49), cost	85,513 38
Temporary Loans on collateral security, (present value $134,409 99,)	84,571 37
Stocks (present value $87,890 27)	75,047 98
Notes and Bills Receivable	1,916 95
Cash	29,939 15
	$2,231,547 67
Advance in value of Real Estate over cost,	24,786 11
Advance in value of Stocks over cost	12,842 30
Total	$2,269,176 08

☞ The only Profits from Premiums which this Company can divide by law, are from Risks which have been Determined.

Extract from the Charter of the Company.

"But the moneys received as Premiums upon Risks which remain undetermined, and are outstanding at the time of declaring such Dividend, shall not be considered as part of the profits of said corporation, or divided as such."

PERPETUAL OR LIMITED INSURANCES made on every description of property, in TOWN AND COUNTRY for OWNERS, MORTGAGEES, GROUND LANDLORDS, &c., &c.

Rates as low as are consistent with security.

LOSSES BY FIRE.

LOSSES PAID DURING YEAR 1861, $106,325 11.

DIRECTORS.
Charles N. Bancker, Mordecai D. Lewis,
Tobias Wagner, David S. Brown,
Samuel Grant, Isaac Lea,
Jacob R. Smith, Edward C. Dale,
Geo. W. Richards, George Fales.
CHARLES N. BANCKER, President.
EDWARD C. DALE, Vice President.
WM. A. STEEL, Secretary pro. tem. de31

EXCHANGE INSURANCE COMPANY—Office No. 409 WALNUT Street.

FIRE INSURANCE on Houses and Merchandise generally, on favorable terms, either limited or perpetual.

DIRECTORS.
Jeremiah Bonsall, Thomas Marsh,
John Q. Ginnodo, Charles Thompson,
Edward D. Roberts, James T. Hale,
Samuel L. Smedley, Joshua T. Owen,
Reuben C. Hale, John J. Griffiths.
JEREMIAH BONSALL, President.
JOHN Q. GINNODO, Vice President.
RICHARD COE, Secretary. fe7eodly.

REMOVAL.—THE PENN MUTUAL LIFE INSURANCE COMPANY have removed to their new building, No. 921 CHESTNUT Street. Assets, over $1,000,000. Charter perpetual.

ALL THE PROFITS divided amongst the insured.

POLICIES issued this year will participate in the Dividend to be declared in January next. The Company has full authority to act as Executors, Administrators, Assignees, Guardians and Trustees for married women and children. DANIEL L. MILLER, President.
SAML. E. STOKES, Vice Pres't.
JOHN W. HORNER, Secretary.

MEDICAL EXAMINERS in attendance daily, from 1 to 2 o'clock P. M. no12

COMMONWEALTH FIRE INSURANCE COMPANY, OF THE STATE OF PENNSYLVANIA.

DIRECTORS.
David Jayne, M. D., Charles H. Rogers,
John M. Whitall, John K. Walker,
Edward C. Knight, Robert Shoemaker,
Thomas S. Stewart, William Struthers,
Henry Lewis, Jr., Stephen Coulter.
DAVID JAYNE, M. D., President.
JOHN M. WHITALL, Vice President.
SAMUEL S. MOON, Secretary.

Office, Commonwealth Building, 613 CHESTNUT Street, Philadelphia. fe13-tf

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FAME INSURANCE COMPANY.
No. 406 CHESTNUT Street, Philadelphia.
FIRE AND INLAND RISKS.

George W. Day, of firm of Day & Matlack.
Samuel Wright, of firm of Wright Bros. & Co.
D. B. Birney, of firm of Davis & Birney.
Henry Lewis, Jr., of firm of Lewis Bros. & Co.
C. Richardson, of firm of I. C. Howe & Co.
S. T. Bodine, President of Wyoming Canal Company.
John W. Everman, of firm of J. W. Everman & Co.
George A. West, of firm of West & Fobes.
T. S. Martin, of firm of Savage, Martin, & Co.
O. Wilson Davis, Attorney-at-law.
E. D. Woodruff, of firm of Sibley, Molten, & Woodruff.
Jno. Kessler, Jr., No. 1713 Green street.
GEORGE W. DAY, President.
FRANCIS N. BUCK, Vice President.
WILLIAMS I. BLANCHARD, Secretary. ja26-1y

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 Rivers, Canals, Lakes, and Land Carriage, to all parts of the Union.

FIRE INSURANCES
On Merchandise generally,
On Stores, Dwelling Houses, &c.

ASSETS OF THE COMPANY,
November 1, 1860.

$100,000	United States Five per cent. Loan	$100,500 00
115,000	United States Six per cent. Treasury Notes (with accrued interest)	119,463 34
100,000	Pennsylvania State Five per cent Loan	95,970 00
21,000	Pennsylvania State Six per cent. Loan	21,945 00
123,050	Philadelphia City Six per cent. Loan	125,203 37
30,000	Tennessee State Five percent. Loan	24,000 00
50,000	Pennsylvania Railroad 2d Mortgage 6 per cent. Bonds	45,000 00
15,000	300 Shares Stock Germantown Gas Company, Interest and Principal guaranteed by the City of Philadelphia	15,300 00
5,000	100 Shares Pennsylvania Railroad Company	3,900 00
5,000	100 Shares North Pennsylvania Railroad Company	900 00
1,200	80 Shares Philadelphia Ice Boat and Steam Tug Co.	1,200 00
250	5 Shares Philadelphia and Havre de Grace Steam Towboat Company	350 00
200	2 Shares Philadelphia Exchange Company	125 00
1,000	2 Shares Continental Hotel Company	500 00
PAR, $566,700	MARKET VALUE, COST, $547,335 34	$554,356 71
	Bills Receivable, for insurance made	171,386 42
	Bonds and Mortgages	34,500 00
	Real Estate	61,363 35
	Balance due at Agencies—Premiums on Marine Policies, Interest, and other debts due the Company	51,566 02
	Scrip and Stock of sundry Insurance and other Companies	2,626 50
	Cash on hand—in Banks......$28,673 16; in Drawer..... 435 35	29,108 51
		$904,907 51

DIRECTORS.
William Martin, Samuel E. Stokes,
Edmund A. Souder, J. F. Peniston,
Theophilus Paulding, Henry Sloan,
John R. Penrose, Edward Darlington,
John C. Davis, H. Jones Brooke,
James Traquair, Spencer McIlvaine,
William Eyre, Jr., Thomas C. Hand,
James C. Hand, Robert Burton,
William C. Ludwig, Jacob P. Jones,
Joseph H. Seal, James B. McFarland,
Dr. R. M. Huston, Joshua P. Eyre,
George G. Leiper, Jno. B. Semple, Pittsburgh,
Hugh Craig, D. T. Morgan, "
Charles Kelley, A. B. Berger, "
WILLIAM MARTIN, President,
THOS. C. HAND, Vice President.
HENRY LYLBURN, Secretary. no15-1y

ANTHRACITE INSURANCE COMPANY.

Authorized Capital $400,000. Charter Perpetual.
Office—No. 91 WALNUT St., between Third and Fourth, Philadelphia.

This Company will insure against Loss or damage by FIRE, on Buildings, Furniture and Merchandise continually.

Also—Marine Insurance, on Vessels, Cargoes and Freight.

Inland Insurance to all parts of the Union.

DIRECTORS.
J. Luther, Joseph Maxfield,
Lewis Audenried, John Ketcham,
Peter Sieger, Dr. George N. Eckert,
John R. Blakiston, Davis Pearson,
Jacob Esher, William F. Dean.
JACOB ESHER, President,
WM. F. DEAN, Vice President,
WM. M. SMITH, Secretary. mh27-eod

TRAVELING GUIDE.

BALTIMORE ROUTE.

CHANGE OF HOURS.
PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD.

On and after MONDAY, Feb. 11, 1861, Passenger Trains will LEAVE PHILADELPHIA

For Baltimore at 8.15 A. M., 12 noon, (Express,) and 10.50 P. M.
Chester at 8.15 A.M., 12 noon, 4.15, and 10.50 P. M.
Wilmington at 8.15 A M, 12 noon, 4.15, and 10.50 P. M.
New Castle at 8.15 A. M., and 4.15 P. M.
Middletown at 8.15 A. M., and 4.15 P. M.
Dover at 8.15 A. M., and 4.15 P. M.
Harrington at 8.15 A M.
Milford at 8.15 A M.
Farmington and Seaford at 8.15 A. M.
Salisbury at 8.15 A. M.

TRAINS FOR PHILADELPHIA
Leave Baltimore at 8.30 A. M., (Express,) 10.15 A. M. and 5.10 P. M.
Wilmington at 7.30, and 11.30 A. M., 1.45, and 8.20 P. M.
Salisbury at 1.30 P. M.
Seaford at 2.50 P. M.
Farmington at 4.10 P. M.
Milford at 4.09 P. M.
Harrington at 4.30 P. M.
Dover at 9.05 A. M. and 5.25 P. M.
Middletown at 10.05 A. M. and 6.40 P. M.
New Castle at 11.00 A. M. and 7.35 P. M.
Chester at 8.20, A. M., 12.04, 2.22 and 9.00 P. M.
Baltimore for Salisbury and Delaware Railroad at 5.10 P. M.

TRAINS FOR BALTIMORE
Leave Chester at 8.45 A. M., 12.28 and 11.20 P. M.
Wilmington at 9.25 A. M., 12.55 P. M. and 12.00 A. M.

Freight train, with Passenger Car attached, will run as follows:
Leave Philadelphia for Perryville and intermediate places at 3.00 P. M.
Leave Wilmington for Perryville and intermediate places at 5.00 P. M.
Leave Wilmington for Philadelphia and intermediate places at 3.15 P M.
Leave Baltimore for Havre de Grace and intermediate places at 4.15 P. M.

SUNDAYS.
Only at 10.50 P. M. from Philadelphia to Baltimore.
" 5.10 P. M. from Baltimore to Philadelphia.
fe8 S. M. FELTON, President.

ELMIRA ROUTE.

PHILADELPHIA AND ELMIRA RAILROAD.

QUICKEST ROUTE to Tamaqua, Catawissa, Rupert, Wilkesbarre, Scranton, Danville, Milton, Williamsport, Troy, Ralston, Canton, Elmira, Buffalo, Niagara Falls, Rochester, Cleveland, Detroit, Toledo, Chicago, St. Louis, Milwaukie, and all points North and West.

Passenger trains will leave the new Depot of the Philadelphia and Reading Railroad, corner BROAD and CALLOWHILL Streets (Passenger entrance on Callowhill Street) daily (Sundays excepted), for above points, as follows:

DAY EXPRESS.....8 A. M.
NIGHT EXPRESS.....3.30 P. M.

The 8 A. M. train connects at Rupert, for Wilkesbarre, Pittston, Scranton, and all stations on the LACKAWANNA AND BLOOMSBURG RAILROAD.

The above trains make direct connections at Elmira with the trains of the New York and Erie, Canandaigua and Niagara Falls, and Buffalo, New York and Erie, and New York Central Railroads for all points North and West, and the Canadas.

Baggage Checked to Elmira, Buffalo, and Suspension Bridge, and all intermediate points.

Tickets can be procured at the Philadelphia and Elmira Railroad Line's Ticket Office, Northwest corner of SIXTH and CHESTNUT Streets, and at the Passenger Depot, THIRTEENTH and CALLOWHILL Streets.

THROUGH EXPRESS FREIGHT TRAIN
Leave the Philadelphia and Reading Depot, Broad and Callowhill streets daily (Sundays excepted), for all points West and North, at 6 P. M.

Freight must be delivered before 3 P. M. to insure their going the same day.

For further information apply at
Freight Depot, Thirteenth and Callowhill streets,
Or to CHAS. S. TAPPEN, General Agent,
N. W. corner SIXTH and CHESTNUT streets,
ap10-tf Philadelphia.

GERMANTOWN & NORRISTOWN R. R.

WINTER ARRANGEMENT.
PHILADELPHIA, GERMANTOWN AND NORRISTOWN RAILROAD.

On and after Monday, Nov. 12, 1860—

FOR GERMANTOWN.
Leave Philadelphia 6, 7, 8, 9, 10, 11 and 12 A. M., 1, 2, 3, 3½, 4, 5, 5½, 6, 7, 8, 9, 10½, and 11½ P. M.
Leave Germantown 6, 7, 7½, 8, 8½, 9, 10, 11, 12, A. M., 1, 2, 3, 4, 5, 6, 6½, 7, 8, 9, 10½ P. M.

ON SUNDAYS.
Leave Philadelphia at 9.05 min. A. M., 2, 7, and 10½ P. M.
Leave Germantown 8.10 min. A. M., 1.10 min. 6, and 9½ P. M.

CHESTNUT HILL RAILROAD.
Leave Philadelphia 6, 8, 10, 12 A. M., 2, 4, 6, 8, and 10½ P. M.
Leave Chestnut Hill 7.10, 7.35, 8.40, 9.40, 11.40 A. M., 1.40, 3.40, 5.10, and 8.40 P. M.

ON SUNDAYS.
Leave Philadelphia 9.05 A. M., 2, and 7 P. M.
Leave Chestnut Hill 7.50 A. M., 12.50, 5.40, and 9.10, min. P. M.

FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia 5.50, 7½, 9.05, 11.05 min. A. M., 1.05, 3.05, 4½, 5.55, and 11½ P. M.
Leave Norristown 6, 7, 8.05, 9, 11 A. M., 1½, 4½ and 6 P. M.

ON SUNDAYS.
Leave Philadelphia 9 A. M., and 3 P. M., for Norristown.
Leave Norristown 7½ A. M. and 5 P. M.

FOR MANAYUNK.
Leave Philadelphia 5.50, 7½, 9.05, 11.05 A.M., 1.05, 2.05, 3.05, 4½, 5.55, 8.05, and 11½ P. M.
Leave Manayunk 6½, 7½, 8.35, 9½ and 11½ A. M., 2, 3½, 5, 6½, and 9½ P. M.

ON SUNDAYS.
Leave Philadelphia 9 A. M., and 3, and 7 P. M.
Leave Manayunk 7½ A. M., 5½ and 8 P. M.
H. K. SMITH, General Sup't,
n10 Depot, NINTH and GREEN Streets.

READING RAILROAD

PASSENGER TRAINS FOR POTTSVILLE, READING AND HARRISBURG.
MORNING LINE, DAILY,
(Sundays excepted,)

Leave New Depot, corner of BROAD and CALLOWHILL Streets, Philadelphia, (passenger entrances on Thirteenth and on Callowhill streets,) at 8.00 A. M., connecting at Harrisburg with the Pennsylvania Railroad, 1 P. M. train running to Pittsburgh; the Cumberland Valley 1.05 P. M. train, running to Chambersburg, Carlisle, &c., and the Northern Central Railroad 1 P. M. train, running to Sunbury, &c.

AFTERNOON LINES
Leave New Depot, corner of BROAD and CALLOWHILL Streets, Philadelphia, (passenger entrances on Thirteenth and on Callowhill streets,)
For Pottsville and Harrisburg at 3.30 P. M., daily.
For Reading, only, at 4 30 P. M.
(Sundays excepted.)

Distances via Philadelphia and Reading Railroad;

From Philadelphia	Miles.	
To Phœnixville	28	Philadelphia and Reading and Lebanon Valley R. R.
To Reading	58	
To Lebanon	86	
To Harrisburg	112	
To Dauphin	124	Northern Central Railroad.
To Millersburg	142	
To Treverton Junction	158	
To Sunbury	169	
To Northumberland	171	Sunbury and Erie R. R.
To Lewisburg	178	
To Milton	182	
To Muncy	197	
To Williamsport	209	
To Jersey Shore	222	
To Lock Haven	235	
To Ralston	234	Williamsport and Elmira Railroad.
To Troy	261	
To Elmira	287	

The 8.00 A. M., and the 3.30 P. M. trains, connect daily at Port Clinton, (Sundays excepted,) with the Catawissa, Williamsport and Erie Railroad, making close connections with lines to Niagara Falls, Canada, the West and Southwest.

Depot in Philadelphia,
Corner of BROAD and CALLOWHILL Streets.
sp23 W. H. McILHENNEY, Secretary.

WEST CHESTER TRAINS, via PENNA. RAILROAD—Leave DEPOT, Cor. ELEVENTH and MARKET Streets, at 8 A. M., 12.30 and 4 P. M. no30.

FALL TRADE.—SPEED, ECONOMY AND SAFETY. The ADAMS EXPRESS COMPANY, 320 CHESTNUT Street, respectfully give notice that they are prepared with INCREASED FACILITIES for the forwarding of FALL PURCHASES, by Passenger Trains, to all parts of the WEST, SOUTH and SOUTHWEST. Receipts given, with Rates inserted to destination, which we guarantee will be as low as those of any other responsible Express Company.

The despatch with which we put all descriptions of merchandise through to Pittsburgh, Cincinnati, Columbus, Cleveland, Chicago, Lexington, Louisville, St. Louis, Nashville, and all other Cities and Towns in the West, cannot be excelled by any other Company. Also by our Southern Express, which has lately been established over the great line of Railroads, via:—GRAND JUNCTION AND MISSISSIPPI CENTRAL, through to New Orleans. To Baltimore, Washington, Alexandria, Lynchburg, Bristol, Knoxville, Chattanooga, Nashville, Huntsville, Memphis, Grand Junction, Canton, Jackson, Vicksburg and New Orleans, and all other Cities and Towns in the South and Southwest.

Expresses leave for the West and South from one office, 320 CHESTNUT Street, daily at 7 A. M. and 7 P. M.

For NEW YORK, at 6, 9 and 11 A. M., and 6 and 11 P. M., daily (Sundays excepted). Steamship Express for CHARLESTON and SAVANNAH closes at our office at 7 P. M. on the days before sailing.

Our Wagons will call for goods in any part of the City within the following limits, Delaware and Schuylkill Rivers, and Coates and South streets, provided notice is left at our office before 5 o'clock P. M. Merchants hanging out the Call Cards of the Adams Express Company may depend upon our Drivers giving strict attention to the same. For Particulars, please apply to the
ADAMS EXPRESS COMPANY.
au17 JOHN BINGHAM, Sup't.

LAGUAYRA COFFEE.—1,300 BAGS now landing from bark "Rowena," for sale by DALLETT BROTHERS, 424 South Wharves.

RICE.—200 TIERCES PRIME RETAILING Charleston Rice, for sale by JAMES GRAHAM & CO., Letitia Street.

TRAVELING GUIDE.

PHILA. & N. Y. LINES.

1860. WINTER ARRANGEMENT. 1860.
NEW YORK LINES.

The Camden and Amboy and Philadelphia and Trenton Railroad Company's Lines from Philadelphia to New York and Way Places, from WALNUT STREET WHARF and KENSINGTON DEPOT, leave as follows, viz:

	FARE
At 6 A. M., via Camden and Amboy, C. & A. Accommodation	$2 25
At 6 A. M., via Camden and Jersey City, N. J. Accommodation	2 25
At 8 A. M., via Camden and Jersey City, Morning Mail	3 00
At 11¼ A. M., via Kensington and Jersey City, Western Express	3 00
At 12½ P. M., via Camden and Amboy Accommodation	2 25
At 2 P. M., via Camden and Amboy C. & A. Express	3 00
At 4½ P. M., via Kensington and Jersey City, Evening Express	3 00
At 4½ P. M., via Kensington and Jersey City, 2d Class Ticket	2 25
At 6 P. M., via Camden and Jersey City, Evening Mail	3 00
At 11½ P.M. via Camden and Jersey City, Southern Mail	2 25
At 5 P. M., via Camden and Amboy, Accommodation—Freight and Passenger, 1st Class Ticket	2 25
2d Class Ticket	1 50

The 6 P. M. Mail Line runs daily. The 11½ P. M., Southern Mail, Saturdays excepted.

For Belvidere, Easton, Lambertville, Flemington &c., at 7.10 A. M. and 3 P. M., from Kensington.

For Water Gap, Stroudsburg, Scranton, Wilkesbarre, Montrose, Great Bend, &c., at 7.10 A. M., from Kensington, via Delaware, Lackawanna and Western Railroad.

For Mauch Chunk, Allentown and Bethlehem at 7.10 A. M. and 3 P. M., from Kensington.

For Mount Holly at 6 and 8 A. M. and 2 and 4½ P. M.

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

WAY LINES.
For Bristol, Trenton, &c., at 7.10 A. M. 3, 4½ and 5½ P. M. from Kensington.

For Palmyra, Riverton, Delanco, Beverly, Burlington, Florence, Bordentown, &c., at 12½, 3, 4½ and 5 P. M.

☞ For New York, and Way Lines leaving Kensington Depot, take the Cars on Fifth Street, above Walnut, half an hour before departure. The Cars run into the Depot, and on arrival of each Train, run from the Depot.

Fifty pounds of Baggage only allowed each passenger. Passengers are prohibited from taking anything as Baggage but their wearing apparel. All baggage over fifty pounds to be paid for extra. The Company limit their responsibility for Baggage to one dollar per pound, and will not be liable for any amount beyond $100, except by special contract. WM. H. GATZMER,
d17 Agent.

PENNA. CENTRAL R. R.

1860. 1860

THE PENNSYLVANIA CENTRAL RAILROAD.
The capacity of this Road is now equal to any in the country.

THREE THROUGH PASSENGER TRAINS BETWEEN PHILADELPHIA AND PITTSBURGH,
Connecting direct at Philadelphia with Through Trains to and from Boston, New York, and all points East, and in the Union Depot at Pittsburgh with Through Trains to and from all points in the West, North-west and South-west—thus furnishing facilities for the transportation of Passengers unsurpassed for speed and comfort by any other route.

Express and Fast Lines run through to Pittsburgh without change of Cars or Conductors. All Through Passenger Trains provided with Loughridge's Patent Brake—speed under perfect control of the Engineer, thus adding much to the safety of travelers.

SMOKING CARS are attached to each train. Woodruff's SLEEPING CARS to Express and Fast Trains. THE EXPRESS RUNS DAILY. Mail and Fast Line, Sundays excepted.

Mail Train leaves Philadelphia at 8.00 A. M.
Fast Line " " 11.50 A. M.
Express Train leaves " 10.45 P. M.

WAY TRAINS LEAVE AS FOLLOWS:
Parkesburg Accommodation 12.30 P. M.
Harrisburg Accommodation, via Columbia 2.00 P. M.
Columbia " 4.00 P. M.

West Chester Passengers will take the Mail, Parkesburg Accommodation and Columbia Trains.

Passengers for Sunbury, Williamsport, Elmira, Buffalo, Niagara Falls and intermediate points, leaving Philadelphia at 8.00 A. M., and 2 P. M., go directly through.

Tickets may be obtained at the offices of the Company in Philadelphia, New York, Boston or Baltimore, and at any of the important Railroad Offices in the West; also, on board any of the regular Line of Steamers on the Mississippi or Ohio rivers.

☞ FARE ALWAYS AS LOW AND TIME AS QUICK AS BY ANY OTHER ROUTE.

For further information apply at the Passenger Station, S. E. corner ELEVENTH and MARKET Streets.

The completion of the Western connections of the Pennsylvania Railroad makes this the DIRECT LINE BETWEEN THE EAST AND THE GREAT WEST.

The connecting of tracks by the Railroad Bridge at Pittsburgh, avoiding all drayage or ferriage of Freight, together with the savings of time, are advantages readily appreciated by Shippers of Freight, and the Travelling public.

Merchants and Shippers entrusting the transportation of their Freight to this Company, can rely with confidence on its speedy transit.

THE RATES OF FREIGHT to and from any point in the West by the Pennsylvania Railroad, *are at all times as favorable as are charged by other R. R. Companies.*

☞ Be particular to mark packages "VIA PENNSYLVANIA R. R."

For Freight Contracts or Shipping Directions, apply to or address either of the following Agents of the Company:

D. A. STEWART, Pittsburgh;
H. S. Pierce & Co., Zanesville, Ohio; J. J. Johnston, Ripley, Ohio; R. McNeely, Maysville, Kentucky; Ormsby & Cropper, Portsmouth, Ohio; Paddock & Co., Jeffersonville, Indiana; H. W. Brown & Co., Cincinnati, Ohio; Athern & Hibbert, Cincinnati, Ohio; R. C. Meldrum, Madison, Indiana; Jos. E. Moore, Louisville, Kentucky; P. G. O'Riley & Co., Evansville, Indiana; N. W. Graham & Co., Cairo, Illinois; R. F. Sass, Shaler & Glass, St. Louis, Missouri; John H. Harris, Nashville, Tennessee; Harris & Hunt, Memphis, Tennessee; Clarke & Co., Chicago, Illinois; W. H. H. Koontz, Alton, Illinois; or to Freight Agents of Railroads at different points in the West.

S. B. KINGSTON, Jr., Philadelphia.
MAGRAW & KOONS, 80 North Street, Baltimore.
LEECH & CO., No. 1 Astor House, or No. 1 S. William Street, New York.
LEECH & CO., No. 77 State Street, Boston.
H. H. HOUSTON, Gen'l Freight Ag't, Philadelphia.
L. L. HOUPT, Gen'l Ticket Agent, Philadelphia.
E. LEWIS, Gen'l Sup't, Altoona, Pa. ja4

NORTH PENN'A R. R.

For BETHLEHEM, DOYLESTOWN, MAUCH CHUNK, HAZLETON, ECKLEY, &c., &c.
THREE THROUGH TRAINS.

On and after MONDAY, Dec. 3d, 1860, Passenger Trains will leave FRONT and WILLOW Streets, Philadelphia, Daily (Sundays excepted), as follows:

At 6.30 A M (Express) for Bethlehem, Allentown, Mauch Chunk, Hazleton, &c.

At 2.45 P M (Express) for Bethlehem, Easton, &c. This train reaches Easton at 6.00 P M, and makes close connection with New Jersey Central for New York.

At 5 P M for Bethlehem, Allentown, Mauch Chunk, &c.

At 9 A M and 4 P M for Doylestown.

At 6.00 P M for Fort Washington.

The 6.30 A M Express Train makes close connection with the Lehigh Valley Railroad at Bethlehem, being the shortest and most desirable route to all points in the Lehigh coal region.

TRAINS FOR PHILADELPHIA.
Leave Bethlehem at 5.42 A M, 9.15 A M and 5.38 P M.
Leave Doylestown at 7.25 A M and 3.20 P M.
Leave Fort Washington at 6.45 A M.

ON SUNDAYS.
Philadelphia for Fort Washington at 9.30 A M.
Philadelphia for Doylestown at 4 P M.
Doylestown for Philadelphia at 7.00 A M.
Fort Washington for Philadelphia at 2.45 P M.

Fare to Bethlehem...$1 50 | Fare to Mauch Chunk...$2 60
Fare to Easton........ 1 50 | Fare to Doylestown...... 80

Through Tickets must be procured at the Ticket Offices, at WILLOW Street, or BERKS Street, in order to secure the above rates of fare.

All Passenger Trains (except Sunday Trains) connect at Berks street with Fifth and Sixth Streets and Second and Third Streets Passenger Railroads, twenty minutes after leaving Willow street. ELLIS CLARK,
de3 Agent.

PHILADELPHIA AND READING RAILROAD.—FREIGHT FOR HARRISBURG.—The Philadelphia and Reading Railroad Company are now prepared to forward freight to Harrisburgh, and to all points on the Lebanon Valley Branch of their road.

Freight delivered at the Company's Depot, Southeast corner of BROAD and CHERRY Streets, before 4 o'clock P. M., will be forwarded on the same day, and will arrive at Harrisburg before 10 o'clock on the following morning. For rates, &c., apply to
JOHN F. BEATTY, General Agent,
sa21- BROAD and CHERRY Streets.

WEST CHESTER AND PHILADELPHIA RAILROAD., via MEDIA, from N. E. corner EIGHTEENTH and MARKET Streets.

WINTER ARRANGEMENT.
On and after Sunday, Nov. 25th, 1860, the Trains will leave PHILADELPHIA, from the Depot N. E. corner of EIGHTEENTH and MARKET Streets, at 7.40 A. M., 2.00 and 4.30 P. M., and will leave the corner of THIRTY-FIRST and MARKET Streets (West Philadelphia) at 8.00 A. M., 2.20 and 4.50 P. M.

Leave WEST CHESTER, from the Depot on EAST MARKET Street, at 7.15 and 10.30 A. M., and 4.20 P. M.

ON SUNDAYS.
Leave the Depot, N. E. corner of EIGHTEENTH and MARKET Streets, at 8.00 A. M., and 2.00 P. M.
Leave WEST CHESTER at 7.30 A. M., and 4 P. M.

Trains leaving Philadelphia at 7.40 A. M. and 4.30 P. M., and on Wednesdays and Saturdays at 2 P. M. connect at Pennelton with Trains on the Philadelphia and Baltimore Central Railroad for Concord, Kennett, Avondale, Oxford, &c.
no23tf HENRY WOOD, Gen'l Superintendent.

INLAND FREIGHT LINE TO NORFOLK AND PORTSMOUTH, VA.—The Tri-Weekly Line via Seaford to Norfolk, Va., will be discontinued for the present. A DAILY LINE will take the place of it, by way of BALTIMORE. Goods sent to PRENTZELL'S WAREHOUSE, 1224 MARKET Street, will be forwarded with dispatch, and at as low rates as by any other Line. H. F. KENNEY,
Master of Transportation,
de19tf P. W. B. R. R. Co.

PORTO RICO SUGAR.—250 HHDS. medium and strictly prime quality, for sale by JAMES GRAHAM & CO., Letitia Street.

TRAVELING GUIDE.

CHESTER VALLEY R. R.

NOTICE.
CHESTER VALLEY RAILROAD PASSENGER TRAINS FOR DOWNINGTOWN AND INTERMEDIATE STATIONS.

On and after the 28th of May, 1860, the Passenger Trains for DOWNINGTOWN, will start from the new Passenger Depot of the Philadelphia and Reading Railroad Company, corner of BROAD and CALLOWHILL Streets.

MORNING TRAIN for Downingtown, leaves at 8.00 A. M.

AFTERNOON TRAIN for Downingtown, leaves at 4.30 P. M. Daily (Sundays excepted.)

Returning morning train from Downington at 7 A.M. Afternoon Market Train at 1 P.M.

By order of the BOARD OF MANAGERS, of the PHILADELPHIA & READING RAILROAD CO.
n5 W. H. McILHENNEY, Secretary.

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD—OPEN TO OXFORD.
WINTER ARRANGEMENT.

On and after MONDAY, December 24, 1860, the trains will leave Philadelphia from the Depot, Northeast corner EIGHTEENTH and MARKET Streets, at 7 40 A. M. and 4.30 P. M., and on WEDNESDAYS and SATURDAYS at 2 P. M. The 7.40 A. M. train from PHILADELPHIA connects at OXFORD with a daily line of Stages, via HOPEWELL, to the RISING SUN and PEACH BOTTOM, in Lancaster County. Returning, connects with the Afternoon Train for PHILADELPHIA.
ja14 HENRY WOOD, Sup't.

1861. 1861.
PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD,
FREIGHT TO THE WEST,
VIA
BALTIMORE AND OHIO ROUTE, CONNECTING RAILROADS, AND OHIO RIVER.

THE LOWEST RATES ALWAYS CURRENT BY THIS ROUTE.

MERCHANTS AND SHIPPERS will take notice that the above ALL RAILROAD ROUTE is in complete working order, and by its systematized quick transit is in successful operation from Philadelphia, throughout the Western, Southwestern and Northwestern States.

THE PARKERSBURG RAIL AND RIVER ROUTE has now become fully established as the Best and Cheapest River Route between the East and the West, having daily first class steamers from Parkersburg connecting with all towns on the Ohio and Mississippi rivers.

MARK PACKAGES (as destined)—
"B. & O. R. R., ALL RAIL."
"B. & O. R. R., AND RIVER."

And send to Freight Station, BROAD Street, above Cherry.

For full particulars as to time, rates and so forth, Shippers are requested to call at our office, corner SIXTH and CHESTNUT Streets.

COLHOUN & COWTON,
General Freight Agents;
B. F. KELLEY,
DANL. C. MUDGE,
Freight Agents.
Philadelphia, Jan. 29-tf

COAL ETC.

COAL.—THE UNDERSIGNED, successors to Robarts, Walton & Co., are now receiving from the most approved mines the following named COAL, which they are prepared to offer at the lowest cash price:

LEHIGH NAVIGATION COMPANY, SPRING MOUNTAIN, COLERAIN, LOCUST MOUNTAIN, HAZLE DELL and BROAD MOUNTAIN; also, a superior article of RED ASH COAL.

Thankful for the liberal patronage bestowed on the late firm, they beg leave to solicit a continuance of the same.
J. WALTON & CO.
Office, 112 South SECOND Street.
Yards, NOBLE STREET WHARF, EIGHTH and WILLOW Streets. fe2-tf

S. MASON BINES. JOHN F. SHEAFF.
THE UNDERSIGNED INVITE ATTENTION to their stock of
BUCK MOUNTAIN CO.'S COAL,
Lehigh Navigation Company's Coal, and
Locust Mountain do.,
which they are prepared to sell at the lowest market rates, and to deliver in the best condition.

Orders left with S. MASON BINES, FRANKLIN INSTITUTE BUILDING, SEVENTH Street, below Market, will be promptly attended to.
BINES & SHEAFF,
oc6 tf Arch Street Wharf, Schuylkill.

OFFICE OF THE WAVERLY ICE COMPANY,
Northeast Corner BROAD and FILBERT Streets.

The subscribers have NOW IN STORE, a very SUPERIOR QUALITY OF PURE, TRANSPARENT ICE, which they are prepared to deliver to their numerous friends and customers in such quantities as they may desire, with an assurance of a full and regular supply throughout the season, at the very lowest prices.
ESLER & SAFFORD.

N. B.—Orders are respectfully solicited, which may be given to the drivers, or sent to the Office,
Northeast Corner BROAD and FILBERT Streets,
Through Despatch Post.

COAL! COAL! COAL!—A VERY fine quality of Lehigh and Schuylkill Coal always on hand, kept dry and under cover, well picked and screened before leaving the yard, at the lowest prices for a good article. Call and examine, or send your orders to yard, Northeast corner BROAD and FILBERT Streets.
ESLER & SAFFORD,

☞ Weight in every instance guaranteed. [m20-tf
OFFICE of the WAVERLY ICE COMPANY as Above.

SAVING FUNDS.

SAVING FUND.—FIVE PER CENT. INTEREST—NATIONAL SAFETY TRUST COMPANY—WALNUT STREET, Southwest Corner of Third, Philadelphia.

INCORPORATED BY THE STATE OF PENNSYLVANIA.

Money is received in any sum, large or small, and interest paid from the day of deposit to the day of withdrawal.

The Office is open every day from 9 o'clock in the morning till 5 o'clock in the evening, and on Monday and Thursday evenings till 8 o'clock.

All sums, large or small, are received, and payment made daily.

HENRY L. BENNER, President.
ROBERT SELFRIDGE, Vice President.
WM. J. REED, SECRETARY.

DIRECTORS.
Henry L. Benner, F. Carroll Brewster,
Robert Selfridge, C. Landreth Munns,
Samuel K. Ashton, Francis Lee,
Joseph B. Barry, Joseph Yerkes,
Edward L. Carter, James L. Stephenson.

The investments are made in conformity with the provisions of the Charter, in REAL ESTATE, MORTGAGES, GROUND RENTS, and such first-class securities as will always insure perfect security to the Depositors, and which cannot fail to give permanency and stability to this Institution.

"A little, but often, fills the Purse."

FRANKLIN SAVING FUND.—No. 136 South FOURTH Street, between Chestnut and Walnut. Philadelphia, pay all deposits in accordance with the rules and regulations.

Depositor's money secured by Government, State and City Loans, Ground Rents, Mortgages, &c.

This Company deems safety better than large profits, consequently will run no risk with depositors' money, but have it at all times ready to return, with 5 per cent. interest, to the owner, as they have always don, in accordance with the rules and regulations.

Females, married or single, and Minors, can deposit in their own right, and such deposits can be withdrawn ONLY by their consent.

Charter perpetual. Incorporated by the State of Pennsylvania, with authority to receive money from Trustees and Executors.

LARGE AND SMALL SUMS RECEIVED.

Office open daily from 9 to 3 o'clock, and on Wednesday evening until 8 o'clock.

DIRECTORS.
Jacob B. Shannon, Cyrus Cadwallader,
John Shindler, George Bussell,
Jeremiah Comfort, Charles Laning,
Nicholas Rittenhouse, Henry Delany,
Jos. H. Satherthwaite, Nathan Smedley,
John Alexander. Jones Yerkes.
JACOB B. SHANNON, President.
CYRUS CADWALLADER, Treasurer.

"Applications in youth makes age comfortable."

"A frugal man makes the best of Citizens."

"A Dollar saved is twice earned."

STOVES HEATERS &C.

CIRCULAR.—PHILADELPHIA, 6th mo. 1st, 1853.—Having sold to James Andrews, our late foreman, and his partner, Thomas S. Dixon, trading under the firm of ANDREWS & DIXON, our stock and fixtures in the line of Kitchen Ranges, Coal Grates and Hot Air Furnaces, we recommend them to the confidence of our customers and the public. Respectfully,
MORRIS, TASKER & MORRIS.

FURNACES, KITCHEN RANGES, BATH BOILERS, PERPETUAL OVENS, COAL GRATES, &c., &c. Having purchased of Morris, Tasker & Morris their interest in the above business, we have removed their stock, tools and fixtures to the store, No. 1324 CHESTNUT Street, nearly opposite the U. S. Mint, where we will be prepared to manufacture, put up and repair any articles in the above line on reasonable terms, and solicit the patronage of the public. ANDREWS & DIXON,
no18 No. 1324 CHESTNUT Street.

SHAW'S PATENT ILLUMINATING GAS STOVES, for warming dining rooms, parlors, sleeping rooms, offices, nurseries, studies, bathing rooms, &c., in the most pleasant and economical manner, always on hand and in operation at the store of THOMAS H. McCOLLIN,
de8 Southeast corner of ELEVENTH and RACE sts.

CUTLERY, GUNS, PISTOLS, PORTEMONNAIES and FANCY GOODS.
WILLIAM R. SMITH,
No. 521 MARKET Street,
would respectfully inform the trade that he has received a very large stock of Pocket and Table Cutlery, of the very best makers; Guns, Pistols, Port Monnaies, Powder Flasks, Razors, Razor Strops, Tea Trays, Accordeons, Violins, Guitars, Banjos and Playing Cards, Percussion Caps, Shot Pouches and Belts, Spoons, Plated Forks, Tea Bells, Colt's and Allen's Revolvers, &c. The stock is mostly of his own importation, and a little ower than can be offered by any House in the Trade.