ENGLISH FASHIONABLE SCHOOLS.

How the Daughters of the British Aristocracy are Disciplined by their Tutors-Letters from the Parents and Guardians of the Victims, Etc. From the Queen, January 13.

Madam: Pursuing a topic—namely, discipline for children—which has been recently discussed in your columns, I desire to state, for the information of one of your correspondents, that corporat punishments have not been altogether banished from modern school life. I should be glad to ask the question, however, by means of your columns, whether the following is usually the punishment for offenses, either small or great, at boarding-schools for girls. Some time ago, in consequence of an advertisement in the ago, in consequence of an advertisement in the London *Times*, I opened up negotiations with a lady who keeps a large school in the vicinity of London, and which resulted in my placing my daughter, now just turned fifteen years of age, under her care.
My wife informs me, that since her return

from school this Christmas, the first holiday since joining the school, that my daughter has had to submit on one or two occasions to the appli-cation of the old-fashioned birch. My wish is to know whether this custom still obtains at other boarding-schools besides this one, and up to what age the pupils have to submit to this style of correction? I am told that several pupils older than my daughter have been whipped during the past half year, and that their friends, many of them moving in the higher ranks of life, are cognizant of the fact, and show no disapproval. I should be glad to know the opinion of some of your readers. Yours, obediently, A. F. W.

From the Oueen, January 20.

Madam:-As I am writing anonymously, I have no objection to informing "A. F. W." that at a great many ladies' boarding-schools the birch is very extensively used. I was myself for four years at a strict boarding school at Bath, unul I was seventeen, and for certain offenses we were most severely whipped by the mistress, but privately in her own room. I know several of my friends who have been at other schools, and I have always heard that whipping is in flicted for some offenses. I remember a case of a girl over sixteen who refused to submit until her parent (mother) was written to, but the end of it was that she received twelve most severe strokes. No one can conceive the strictness of a large boarding-school and the tyranny of the

From the Queen, January 27. X, X, sends us an account, showing how young ladies who are guilty of grave offenses are punished in a certain school, name to us un-"When an offense of sufficient magnitude takes place, the culprit enters it in the book herself, and carries the report to the lady superintendent, who writes under it the amount of punishment. For the first offense the delin quent is prepared for punishment, but generally pardoned; for the second, she is whipped privately; for all subsequent delinquencies the punishment takes place in the on the 'horse,' and in addition to the pain it inflicts it costs in money about 1s. fees, This is the system:—First, she proceeds to the housekeeper, to procure the rod—she pays 2d, for the use of it; secondly, she has to be partly undressed by the maid, and this costs 2d.; thirdly, she has then to walk barefooted to another part of the house, to be robed for punishment—a peculiar dressing used to add to the disgrace. It is a long linen blouse, short cotton socks, and slippers. The young lady, thus dressed, now proceeds to the drawing room, to be exhibited to the lady super-intendent. Having been approved, she is then conducted to the school-room, when she has to pay 6d, to the governess who inflicts the runish ment. A wooden horse, covered with soit leather, is the medium of castigation. The delinquent then thanks the governess, kisses the rod, and retires to her own toom, to appear no more until the next morning."

Madam:--Permit me to offer a brief narrative, which may serve to illustrate the subject to which your correspondents have referred under the above head. A lady of my acquaintance has just shown me your issue of the 20th, knowing my reason for being interested. Myself educated at Eaton, under Keate, I have never seen the slightest objection to flogging as practised in that best of schools; it has none of the obscenity predicated of it by poor Cowper; it takes place are absent. The boy, held down by two collegers, exposes only about six inches of the person below the waistband, and gets his "swishing" in about two minutes. A majority of Etonians would certainly vote for its retention if it were put to the suffrage of the school.

But I think a whipping to a child of seven or eight is one thing; such castigation as your correspondents describe is quite another. A few months ago I should have read their letters with incredulity, but my own resent experience furnishes confirmation.

I am a bachelor. Many years ago my own sister died, leaving her daughter to my care. My niece is now eighteen, and is as modest and well conducted a young lady as I know anywhere. Up to last September she attended London ladies' college of the first rank, and gave extreme satisfaction, and was at the head of her classes. In that month I took a residence at a pleasant town on the Thames. My niece, who is fond of study, wished to attend certain classes at a large school in the neighborhood, and the arrangement was made by me with the lady principal.

One Saturday afternoon, in the commence ment of December, I returned from London just before dinner, and was met with a very dis-tressed face by my old housekeeper. Her young m'stress had come from the school in a half dis-tracted state, and locked herself in her room. The old servant had, however, obtained admittance and ascertained what was the matter. There was a class for English composition at the school that morning, the teacher being a visitor tutor. Lecturing rather glibly on English poetry, this person attributed the line:-

"We mortal millions live alone,"

to Mr. Tennyson. As I am occupied in literary pursuits, my niece has read more than many girls of her age; she at once corrected him, saying that the line was Mr. Matthew Arnolds governess, who sat in the class-room, sharply told her not to contradict, or not to interrupt, and when the lecture concluded, a bad mark was entered against her in the register. It is the custom of the school mistress to inflict cor-poral punishment for all bad marks of a certain agnitude, and my niece had seen one or two of the younger children whipped; but her attendance being only on certain days, she did not know that the discipline was anything but "Infantale.

To her surprise, when about to leave after her lesson, she was ordered into the school-room. To her amazement and indignation, she was told that she was to be birched "for impudence to a teacher." She protested and implored, but in vain. Her resistance was useless against force. No Etonian was ever so cruelly treated.)

I am an Irishman, and you may imagine my indignation. My resolution was soon taken. That evening I consulted the wives of three of my friends, who entirely approved of it. With much difficulty I induced my niece to return to the school on Monday. Luckily it was not long to Christmas, and she escaped any turther insult, except the occasional "chat?" of one or two younger girls. Early in January I wrote a polite note to the lady principal, asking her to lunch at my house, and receive the amount due to her. She came, and was shown into the library, where the three married ladies above mentioned awaited her. Causing her to be seated, I told her my opinion of her conduct; observed that for my niece's sake I desired to avoid the exposure attendant on legal proceedings, and added that, with the approval of ladies present, I should punish her as she had punished my niece. Of course, there as she had punished my niece. Of course, there was a tempestuous scene, but she submitted. I had ridden over to Eton and got a good ston birch from the man who makes for college-it is a good appointment. It is only necessary to is a good appointment. It is only add that she was treated as my niece had been, add that she was treated a rumor that she I have since heard a rumor that she intends to give up her school and leave the neighborhood.

Madam:—I have observed with pleasure that A. F. W." has taken up the very important subject of youthful discipline, and I trust I shall not be intrusive if I again attract the attention not be intrusive if I again attract the attention of the renders of this valuable journai to express my belief that feminine corporal punishment is not general, although I read with regret it is occasional; and for the honor of governesses it is to be hoped that the flogging of a young lady of fifteen is an exceptional case. The question proposed by the father of the young lady who was obliged to submit to so degrading a correction is both natural and geatlemanty, as equally was obliged to submit to so degrading a correction is both natural and geatlemanly, as equally expressive of disgust and forbearance. The pernicious effects of whipping and inspuring terror by putting children into dark closets have already been ably and admirably deprecated, and I am astonished that any enlightened person can be found to advocate either. It is certainly a lamentable proof that we are yet, in the nineteenth century, very that we are yet, in the nineteenth century, very Ignorant, for the end and aim of all education is to prepare us for a future life. Are we to tame the rebellious humors of our boys and girls as we do our horses and degs? Is the lash to sup-ply the place of reason, the strong to battle with the weak, and applause to follow the exhibition of matured anger, and may be of indolence or revenge? Surely every refined and enlightened mind must decide against so unequal and cowardly a contest. It is extreme meanness, littleness, and wickedness to fight or affright the young, and a master who practises or permits either (however learned) disgraces himself thereby, and proves that he is not a proper person to be intrusted with the care of them. A reader of this journal remarks that all our number of the practice which the class of the sixth while schools wretter which the sixth that all our sixth the sixth the sixth the sixth that all our sixth that all our sixth the sixth that all our sixth public schools practise whipping from the sixth form upwards, and that no complaint is ever Are there no reasons why complaint is withheld? Why are boyssent to public schools: Undoubtedly, to fit them for the various condi-tions of this life; but is there no higher point to be atteined than this for the education of many of those who will one day take the lead? It not, I lear we are learfully ignorant of that great book which teaches us a very different lesson. It is not possible to make a good man by violence, and "true greatness is goodness." A young person beaten into submission will secretly dislike the inflictor, and deceit will usurp the place of sincerity, and, probably, every other noble feeling, "To be, and not to seem," ought to be the

motto of every school-room. Fighting corrupts and endangers both the heart and brain of the unfortunate delinquent, and I believe many cases of insanity and softening of the brain may be traced to this disgraceful cause. Every one is aware that terror alone has been often fatal to persons of matured age; and how is it possible to suppose that it can be less injurious on the tender minds and bodies of the young? Fighting of any kind, at any time, and in any place (except in the case of self-defense or in the defense of one's country) ought never to be tolerated in any civilized nation; and "Testament morality" must form the basis of every scholastic system before England can truthfully boast of being as bappy as she is prosperous; and then, and not until then, will education become a complete and beautiful reality, instead of an imperfect romance and a fearful hypocrisy.

-Mr. Goschen, the youngest of the English cabinet ministers, is 34 years old; Earl de Grey and Elpon is 38; the Duke of Argyle, 42; Earl Granville, 50; Mr. Cardwell, 52; Mr. Gladstone, 56; Mr. Gibson, 58. In the new House of Commons there are forty members under 30 years of age. The youngest is the Earl of Tyrone, who is only 21. Of the others, the Hon. G. De Grey, Lord C. J. Hamilton, and Hon, C. A. Carring-ton are 22; the Hon, V. Dawson, 23; Captain Stanley and Mr. A. Greville, 24. Nine members stand at 25; the rest of the forty vary from 26 to 29. The oldest member of the House is Sir W. Verner, who is 83; the next is Mr. W. H. Barrow, who is 81.

—Adelina Patti appeared at Paris on the 15th ultime for the first time this season in "Linda." The house was crowded to excess, all the ladies were in full ball costume, and some, it is said, were literally blazing with diamonds. The first act passed without any great excitement, but at the close of the second, Patti ran considerable risk of being annihilated by the storm of bouquets which were thrown from all parts of the house. At the close of the opera she was recalled ten times to receive the enthusiastic ova-tions of the house, which she acknowledged with her accustomed modest grace. It is reported that she receives six hundred dollars a night

for this engagement. -A facetious letter writer in Washington says. that he was recently compelled to pay this bill,

-0	sithough the payment reduced him to	rne	CX.
á	tremest penury:-		
r	Board and room (three days)	-00	
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PROPOSALS.

DROPOSALS FOR SOAF OFFICE SUPERVISING COM'RY GULF STATES,)

NEW ORLEANS, La., February 5, 1865.

Sealed Proposals will be received at this onice until 12 o'clock M. MONDAY, February 26, 1866, for lurinshing the Subsistence Department with 30,000 POUNDS GOOD HARD SOAP, to be made only from good vertexing free from to be made only from good materials, free from adulteration and unpleasant odor, to contain no more than twenty-five per cent, of water, and to be well dried before being packed.

Samples of the Soap must be delivered with the Proposals (which are required to be in duplicate), and must be in eat boxes, fully labelled, and not in paper packed. paper parcels

The whole to be delivered on or before the 30th of March, 1866. No bids will be received without a guarantee from two responsible parties for the faithful fulfilment of the contract if awarded.

The packages to be of White Pine and made neatly. the cost of the same to be included in the price of the article, and each package to be marked with the

contents gross, tare and net weight, the name of the person turnishing the article, and the date of purchase.

A printed copy of this advertisement must be attached to each bid, and the proposals must be specific in complying precisely with all the terms.

The Scap will be carefully inspected in such a mannet as the Government may direct before being ac-copied, and compared with the samples retained. It must be delivered free of drayage, to the Com-missary Storehouse, corner Thalia and New Leves

streets, New Orleans, La., or at such place in this city as may be required by the undersigned. Payments to be made in Certificates of Indebted-The undersigned reserves the right to reject any or all bles offered.

The Proposals must be enclosed in an envelope

(Scaled), addressed to the ur deragned, and endorses "Proposals for Soap."

2 1811t Brevet Brig.-General and Sup'r C. S. GOVERNMENT SALE OF SURPLUS HARD SUBSISTENCE OFFICE, U. S. A.

No. 8 SOUTH GAY STREET.

BALTIMORE, Md., January 21, 1838

Scaled Proposals in duplicate will be received at this office daily, and opened at 12 o'clock M., on

Wednesdays and Saturdays during the most of February, for the purchase of surplus GOOD HARD BREAD, on hand at this depot.

The bread is in boxes of fifty (50) pounds each. All the bread offered under this advertisement has been care ully and thoroughly inspected, each box having been opened, examined and then re-coopered, and no bex allowed replaced which did not come up to the standard for issue ito troops. No proposals received for less than twenty (20) toxes. Purchases will be delivered on poard or transports without expense to the purchaser.

Payment required in Government funds on notification of accordance of hid. Twenty days allowed

cation of acceptance of bid. Twenty days allowed purchasers to remove stores. Should navigation be closed during this time, the time so lost will not be considered. Proposals to be endorsed on the envelope, "Proposals for Hard Bread." and addressed to THOMAS WILSON,

Brevt. Lt.-Col. and C. S. U. S. A.,

1 31 2 20 Brevt. Brig. Geal, Vols.

CITY ORDINANCES.

A N ORDINANCE
Authorizing the Mayor to appoint Wounded
and Disabled Soldiers as Telegraph Operators.
Section 1. The Select and Common Councils of
the City of Philadelphia do ordain, That the Mayor is hereby authorized to appoint, as soon as desirable, wounded and disabled soldiers, not exceeding two for each station house, on the police force of the city of Philadelphia, to be detailed as telegraph operaof Philadelphia, to be detailed as telegraph opera-tors and turnkeys, to receive the same pay as those who are at present defailed for that purpose, (Fro-vided that the present police force is not increased thereby.) And all ordinances or parts of ordinances inconsistent herewith are hereby repealed.

WILLIAM S. STOKLEY, President of Common Council. Attest-

Attest—
John Eckstrin,
Clerk of Common Council,
JAMES LYND,
President of Select Council.
Approved this ninth day of February, Anno
Domini one thousand eight hundred and sixty-six (A. D. 1866). MORTON MCMICHAEL.

Mayer of Philadelphia

R ESOLUTION

To Release a Certain Property of David Ring from the Lien of a Certain Judgment.

Resolved, by the Select and Common Councils of the City of Philacelphia, That the City Solicitor be and he is hereby authorized and directed to release and lorever discharge the following described property of David king from the lien of judgment entered on the official bond of Jeremah Fowler, Collector of Outstanding Taxes for the year 1854 (D. C. D. S. B. M. 65, 20), to wit: All that certain three-story measuage or tenement and lot or piece of ground, situate in the late township of Roxborough, now Twenty-first ward of the city of Pailadelphia, bounded and described as follows, to wit: Beginnow Twenty-first ward of the city or Philadelphia, bounded and described as follows, to wit: Beginning at a point in the northwesterly line or a certain nity teet wide street (laid out and opened for public use by the heirs of George W. Smick, deceased, running south saxty-five degrees, three minutes west from the Ridge lumpike Road to a certain forty-five feet wide street, also laid out and opened by the heirs of George W. Smick, deceased, and called Smick street) at the distance of five hundred and ninety-five teet six inches more or less, north eastward from the northeastwardly side of said Smick street, thence extending by the line of the said fifty leet wide street, north sixty-five degrees, three minutes east forty-five leet to a point; thence by minutes east forty five test to a point; thence by other ground of the said Jeromiah Fowier, intended this day to be conveyed to Jonathan Ring, north twenty-four degrees, fifty seven minutes, west one hundred and thirty feet to a point; thence by other ground of the said Jereminh Fowler south sixty-five degrees, three minutes west forty-five feet to a point; thence by lot marked No eighteen (18) in the plan of division of the estate of said George W. Smick, deceased, south twenty-four degrees, fifty-seven minutes, east one hundred and thirty test to the place of beginning; Provided, That the co-surety of said David King shall consent to the said telease, and that the sam of ten dollars shall be paid to the Solicitor for the use of the city in defraying the expenses of the publication of this Resolution, and provided further, that in the opinion of the City Solicitor, the interests of the city will not be preju-

diced by said release. WILLIAM S. STOKLEY. President of Common Council. Attest-

ABRAHAM STEWART, Assistant Clerk of Common Council. Approved this ninth day of February, Anno Domin' overhousand eight hundred and sixty-six

(A D, 1866). MORTON MOMICHAEL. Mayor of Philadelphia.

R ESOLUTION
Changing the Names of Certain Streets in the Iwenty-second Ward.
Resolved, By the Select and Common Councils of the City of Philadelphia, That the names of Duncannon avenue, and Wyandotte street, as now laid out upon the sectional plans of the Twenty-second Ward, he and the same are hereby changed.

as follows:—
Duncannon avenue to Wynne street; Wyandotte street to Westeria avenue, and that the Department of Surveys be directed to change the names as re-corded upon the approved plans. Provided, the parties interested theirin shall pay all expenses of advertising, etc., incident to such change. WILLIAM S. STOKLEY,

President of Common Council,

Attest—
John Eckstein,
Cierk of Common Council.

JAMES LYND,
President of Select Council.
Approved this ninth day of February,
Anno Domini one thousand eight hundred and sixty-six (A. D. 1866). MORION McMICHAEL, Mayor of Philacelphia. 1t

R E S O L U T I O N
Relative to Appropriation Made to Repair
Bridges, approved October 14, 1865.
Resolved, By the Select and Common Councils of
the City of Philadelphia, That so much of the
appropriation made by ordinance, approved October 14, 1865, for the purpose of rebuilding Bridges
upon the Wissanickon Crock, se shall not be exupon the Wissahickon Creek, as shall not be expended for that purpose after the completion of said work, be and the same is hereby transferred to the appropriation for rebuilding the Bridge at Penrose Ferry. WILLIAM S. STOKLEY,

President of Common Council. Attest-ABRAHAM STEWART, Assistant Cierk of Common Council. JAMES LYND, President of Select Council.

Approved this ninth day of February, Anno

Domini one thousand eight hundred and sixty-six MORION McMICHAEL. Mayor of Philadelphia,

R E S O L U T I O N To Establish Lines and Crades in the Twenty-first, Ward. Resolved, By the Select and Common Councils of Resolved, By the Select and Common Councils of the City of Philadelphia, that the Department of Surveys be and is hereby authorized and directed to prepare plans, in duplicate, establishing the lines and grades of so much of the Iwenty-first Ward as hes between Shur's lane, Ridge avenue, and the river Schuy kill, chargeable to item No. Il of appro-priation made to the Department of Surveys for the veer 1865.

WILLIAM S. STOKLEY, President or Common Council. JOHN ECKSTEIN, Clerk of Common Council, JAMES LYND,

Approved this minth day of February, Anno Domini one thousand cight hundred and sixty-six (A. D. 1866). MORTON MOMICHAEL, Mayor of Philacelphia.

HARNESS.

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Rheumatism of the Chest, Consumption in the early stages.

4. Fibrous and Muscular System—Rheumatism. Gout, Lumbago, Stiff Neck, Spinal Curvature, Hig Diseases, Cancers, Tumors.

5. Urinary and Genital Organs.—Gravel, Diabetes and Kidney Complaints, Impotence and Seminal Weakness. The latter complaints never fail to yield rapidly to this treatment

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plaints, involving a mai-position, as Propassa, Antroversion, Retroversion, Inflammation, Ulceration, and various other affections of the Womb and Ova-

and various other affections of the Womb and Ovarics, Pannial, Suppressed, Scanty, or Profuse Meustration, Léacorthèea.

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extire charge of the Lacles' Department.

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have been treated and witnessed our treatment on
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A. J. Pleasonton, Brigadier-General, No. 916
Spince street; A. Pleasonton, Brigadier-General, St. Louis, Missouri; Jacob Vandegrift, Odessa, Delaware; R. A. Semple, thread manufacturer, Mount Holly, New Jerzey; W. B. Smith, fronfounder, No. 1022 Hanover street, Philadelphia; George Douglass Local Express Company, Philadelphia; J. W. Bradley, publisher, No. 65 N. Fourth street; Robert Work, No. 51 N. Third street; Colonel I. N. Sweeney, assessor, Second District of Philadelphia, Walnut and Eighth streets; George O. Evans, No. 418 Arch street, below Fifth; William Pelouse, type founder, Ihird and Chesnut streets; Ed. McLane, manufacturer of cotton goods, with very many others. very many others.

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ALEXANDER G. CATTELL. ELIJAH G. CATTEL

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Motto of Lone Jack to

"SEEK NO FURTHER, FOR NO BETTER CAN BE
FOUND."

1157m

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FROM PHILADELPHIA TO THE INTERIOR OF
PENSYLVANIA. THE SCHUYLKILL,
SUSQUEHANNA. CUMBERLAND,
AND WYOMING VALLEYS.
AND NORTH, NORTHWEST, AND THE CANADAS.
WINTER A! HANGEMENT OF PASSENGER TRAINS.
Leaving the Company's Depot, at THIRTERNTE
and ALLOWHILL Streets, Philadelphia, at the followlag hours.—

MORNING MAIL.

lay hours.—

MORNING MAIL.

At 8-60 A. M. for Reading, Lebanon Harkburg, Pottaville, Mingrove, Tamaqua, Sunbinv, Williamsport, Eamha, Ecchester, Kiagara Falls, Bulalo Allentown, Wilkesbarre, Pittston, York, Carlisle Chamberburg Haperstown etc. etc.

This train connects at BEADING with the East Pencylvans Raircond trains for Allentown, e.c.; and wat the Lebanon Valley train for Harrisburg etc.; PORT CLINTON with Catawissa Railrond trains Williamsport, Lock Hayer, Elmia, etc.; at HAR RISBI RG with Northern Central, Cumberland Valley and Schuylkill and Susquehams trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS

Leaves Philadelphia at 3 30 P. M., for Reading, Potte-ville, Harrieburg, etc., connecting with Reading and Columbia Railroad train for Columbia, etc., and with Calawissa Railroad train for Milton. Williamspert, Simira, Buffalo, etc.

ville, Harrisburg, etc., connecting with Reading and Columbia Railroad train for Columbia. etc., and with Calewisea Railroad train for Milton. Williamspert, Eimira, Bucho, etc.

Leaves Reading at 6:39 A. M., stooping at all way stations, arrives in Philadelphia 2:35 P. M., Recurring, leaves Philadelphia at 4:29 P. M., arrives in Ecading at 7:39 A. M., Recurring, leaves Philadelphia at 4:29 P. M., arrives in Ecading at 7:35 A. M., arriving in Philadelphia at 1:20 P. M. Aiternoon trains leaves Harrisburg at 7:25 A. M., and Pottsvile at 2:35 P. M., arriving at Philadelphia at 7:65 P. M., and Pottsville at 2:35 P. M., arriving at Philadelphia at 7:65 P. M., and Pottsville at 2:35 P. M., arriving at Philadelphia at 1:25 P. M., and Harrisburg at 9:60 P. M., Market train with a Passet get car attached leaves Philadelphia at 1:25 noon for Reading and all way stations it leaves Reading at 1:35 A. M., and Downington at 1:230 P. F., Philadelphia and all way stations it leaves Reading at 1:35 A. M., and Downington at 1:230 P. F., Philadelphia and all way stations all the above trains girl daily sundays excepted. Sunday trains leave Pottsville at 8:04 A. M., and Philadelphia at 3:15 P. M..

Passenpers for Downingtown and intermediate point take the 8:00 A. M. and 4:30 P. M. trains from Philadelphia at 1:65 A. M. and 8:30 P. M., and Philadelphia at 5:16 P. M.

Leaves New York at 9:40 A. M. and 8:00 P. M., nassing Reading at 10 A. A., and 1:48 P. S. connecting at light and property at the state of Philadelphia, returning from Downington at 7:65 A. M., and 9:00 P. M., passing Reading at 4:49 and 1:52 A. M., arriving at New York at 10 A. M. and 2:46 P. M. Sleeping Car secompanying the state trains through retween 3-case City and Pittsburg, without charge.

Mail Train for New York Reaves Harrisburg at 1:49 P. M. Mail Train for New York 1:40 A. M. and 7:40 A. M. and 7

SCHUYLKILL VALLEY RAILROAD.
Trains leave Potisvile at 6:45 and 11:00 A. M., and 7:1

L. M., returning from Tamaqua at 7:35 A. M. and 1:40 an

F. M., returning from Tamaqua at 7:35 A. M. and Pre an 4:15 P. M.,
SCHULLKILL AND SUSQUEH NNA RAILROAD.
Traits leave Auburn at 7:35 A. M. for Pinegrove and Barrisburg and at 1:50 P. M. for Pinegrove and Tremout;
returning from Harrisburg at 4:06 P. M., and from Tremout at 7:00 A. M. and 6:06 P. M., and from Tremout at 7:00 A. M. and 6:06 P. M., and from Tremout at 7:00 A. M. and 6:06 P. M., and from Tremout at 7:00 A. M. and 6:06 P. M.

Through first class it kets and emigrant fickets to all the principa points in the North and West and Canadas.
The following tickets are obtained only at the Office of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or of G. A. Nicolis, General Superintendent, Reading.

COMMUTATION TICKETS. At 25 per cent discount, between any points desired for ramides and firms MILEAGE TICKETS.

Good for 2000 miles, between all points, at \$52.50 each, for families and firms.

SEASON TICKETS,

For three, six nine or twelve months, for heids only, to all points at reduced rates

CLERGYMEN

Residing on the line of the road will be furnished with cards, entiting themselves and wives to tickeds at half-tare. EXCURSION TICKETS, From Philadelphia to principal stations, good for saturday, Sunday, and Monday, at reduced fare, to be and only at the Ticket Office at Thirteenth and Callow-

Geeds of all describtions forwarded to all the above points from the Company's New Freight Depot, Broad and Willow streets

FREIGHT TRAINS

Leave Philadelphia daily at 5 30 A. M., 12 45 noon, and 6 to x M. for Reading Lebanon, Harri, oury, Pottsville, Port Clinton, and all points becond.

MAILS

Close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M. and for all principal Stations only at 2 15 F. M.

8 15 hill streets.

TOR NEW YORK .- THE CAMDEN AND

Amboy and Philadelphia and Trenton Railroad Company's lines
FROM PHILADELPHIA TO NEW YORK and way places, from Walnut street whar, will leave as follows, viz.:

At 6 A. M., v.a Camden and Amboy Accommoda-

commodation (Freight and Fassenger), 1st class ticket. 225
ticket. 150
2d Class Ticket. 150
At 6 and 10 A. M., 2 and 5 P. M., for Mount Holly,
Ewansville, Pemberton and Vincentown; at 6 A. M.,
and 2 P. M., for Freehold.
At 6 and 10 A. M., 12 M., 3 30, 5 6, and 11 36 P. M., for Palmyra, Riverton, Delanco, Beverly, Edgewater Burlington, Florence, Bordentown, etc. The 16 A. M. and
5 P. M. lines run direct through to Trenton
LINES FROM KENSINGTON DELFOT WILL LEAVE
At 11 15 A. M., 4 30 and 6 45 P. M. via Kensington
and Jersey City Express. 83 36 Express.
The 645 P. M. Line will run daily. All others Sundays

The 645 P. M. Line will run daily. All others Sundays excepted.

At 730 and 11 15 A. M., 3, 3 30, 4 30, 5 and 6 45 P. M., and 12 Midnight, for Bristel. Trepton, etc.

At 7 A. M., 1950, 3, 5, and 6 P. M. for Cornwells, Torrisdale, Holmesburg, Taeony Wissinoming. Bridesburg and Frankford, and at 8 P. M. for Holmesburg and intermediate Stations

BELVIDERE DELAWARE RAHLROAD.

For the Delaware River Valley. Northern Pennsylvania, and New York State, and the Great Lakes.

Two through trains daily (Sundays excepted) from Rensigton Bepot as follows:—

At 730 A. M. and 330 P. M.

Links FROM NEW YORK FOR PHILADELPHIA,

Will leave from foot of Cordand street

At 12 M. and 4 P. M., via Jersey City and Camden.

At 7 and 10 and 11 A. M., 6 P. M. and 12 Night, via Jersey City and Rensington.

From Pier No. 1 North river, at 6 A. M. and 2 P. M., via Amboy and Camden.

Amboy and Camden. At 12 M. 3 and 6 P. M. (Freight and Passenger), via Amboy and Camden. Jan. 16. 1866. WILLIAM H. GATZMFR, Agent

WEST JERSEY RAILROAD LINES.—
From foot of MARKET Street (Upper Ferry),
Daily, except Sundays
FALL AND WINTER AFRANGEMENT,
Commencing WEDNESDAY, November 15, 1866.
For Bridgeton, Salem, and all Sia Ionaon West Jersey
and Salem Bailroads, at 9A. M. and 350.P. M.
Fo. Millyille and all intermediate Stations, at 9A. M.
BRIGHT, M. For Woodbury, Glouester, etc., at 9 A. M., 3 39 and 50 P. M.

For Woodbury, Glouester, etc., at 9 A. M., 3 39 and 50 P. M. and 5-30 P. M.

Freight train will leave Philadelphia from Sandford's wharf, at 10 A. M., and Camden at 18 M.

J. VAN HENSSEL ER, Superintendent.

THE WEST JERSEY EXPRES OF APANY will attend to all the usual branches of express business, receive, deliver, and forward through other responsible Express Companies to all parts of the country, any article infrusted to them.

A Special Messenger accompanies each through train. Office, No. 5 Wainut street.

office. No 5 Wainut street

1865 — PHILADELPHIA AND ERIE
RAILROAD
This sreat line traverses the Northern and Northwest
countries of Pennaylvania to the city of Erie, on Lake
Erie. It has been leased and it is operated by the Pennsylvania Railroad Company.
Time to Prassen Gell Thains 37 PHILADELPHIA
Arrive Eastwaid—Frie Mail Train 100 P. M.
Erie Express Irain, 1116 A. M.
Leave Westward—Erie Mail Train, 729 P. M.
Erie Express Irain, 1116 A. M.
Passenger cars run through on the Erie Mail and
Express Trains without campe, both ways, between
Philadelphia and Erie.
New York of 60 P. M., arrive at Frie at 331 A. M.
Leave Erie at 1:55 P. M., arrive at New York.
Flegant bleeping Cars between Erie and New York.
Flegant bleeping Cars on all Night frains.
For information respecting passeneer business, apply
at THETIETH and MARKET Streets, Philadelphia.
And jorf freight business of the company's fagents—
8. E. Kingston Jr., corner THIETEE TH said MARKET Streets, Philadelphia; J. W. Reynolds, Erie; Willam Brown, Ageni, N. C. L., Eastmore.
H. H. HOUS'ON, General Freigh Lagent, Philadelphia
H. W. GWINNER, General Trock agent, Philadelphia
H. W. GWINNER, General Supermitondent.

C. PERKINS LUMBER MERCHANT Successor to R. Clark, Jr., No. 324 CHRISTIAN STREET.

Constantly on hand a large and varied assortmen of Building Lumber. 5 24 ly DEAFNESS, BLINDNESS, AND CATARRH.—
J. ISAACS, M. D., Processor or the Eye and Ear
treats all diseases appertaining to the above members
with the utmost success. Testimonials from the most
reliable sources in the city can be seen at his office. No.
519 PINE Street. The Medical Faculty are invited to
accompany their patients, as he has no secrets in his
practice. RAILROAD LINES,

PHILADELPHIA, WILMINGTON, AND BALL
TIMORE BAILROAD.
TIME TABLE.—Commencing MONDAY, January 8,
1866.—Trains will leave Depet, corner of BROAD Street
and WASHINGTON Avenue, as follows:—
Express Train at 4 65 A. M. (Monday as excepted), for
Baltimore and Washington, stopping at Witnington,
Perryvite. Havre-de-Grace Aberdeen, Perryman's,
Masnotla and Strainer's Run.

De aware Reirroad Train at 8-15 A. M. (Sunday excepted), for Ballabury, Milford, and Intermediate
stations. stations.

Way Mall Train at 9 15 A. M. (Sundays excepted), for Baltimore stopping at Chester, Thurlow Linwood, Claymont, and all regular stations between Wilmington and Baltimore. Baltimore stopping at Chester, Thurlow ideweed, Claymont, and all regular stations between Wimington and Baltimore.

Express Train at 2:45 P. M. (Sundays excepted), for flatimore and Washington, stopping at Chester Claymont, Wimington, Newark, Ekton North-east Pertyville, Havre de Grace, Aberdeen, Perryman's, Magnolis and Stemmer's Russ.

Night Express at 11:15 P. M. for Baltimore and Washington, stopping at Chester Thurlow, Linwood, Claymont Wimington, Newark, Elk.on, North East, Perryville and Havre de-Grace.

Passceners by Boat from Baltimore for Fortices Manres, Norlois, city Point and Richmond will take the 915-A. M. Train.

As an additional accommodation for those holding Through Tickets for Baltimore, Washington and Southern points, a Special Car will leave the Phisalciphia the Morning Papress Train from New York.

WILMIS GTON ACCOM SOD ATION TRAINS, Stopping at all Stations between Philadelphia and Willington.

Leave Philadelphia at 8 15 and 11:15 A. M., and 3:30, 5 60, and 7:00 P. M. The 3:30 F. M. train connects with Delaware Railread for Miliord and intermediate stations. I cave Williamington at 7:00, 8 15, and 9:30 A. M., and 9:00 and 5:00 P. M.

Trains for New Castle leave Philadelphia at 8:15 A. M., and 6:00 P. M. Teave winnington at 709,819, and 930 A. M., and 200 and 500 P M.

Trans for New Castle leave Philadelphia at 815 A. M.,

250 and 500 P. M.

HROUGH TRAINS FROM BALTIMORE.

Leave Winnington at 1200 M., and 430 and 955 P. M.

(H1 SIFR FOR PHILADELPHIA.

Leave Chester at 801,858, and 1014 A. M., and 1236,

243 501,544 and 1020 P. M.

FROM BALTIMORE TO PHILADELPHIA.

Leave Baltimore 825 A. M., Way Mall; 110 P. M.,

Express; 625 P. M. Express 925 P. M. Express.

An Accommodation Train for Havre-de-Grace and intermediate stations wil leave Baltimore at 410 P. M.

Leave Chester at 852 A. M., 323, and 1050 P. M.

Leave Chester at 852 A. M., 323, and 1050 P. M.

Leave Winnington at 1227, 513, and 1053 A. M., and

EUNDAY TRAINS.

4 P. M. SUNDAY TRAINS.

Express Train at 495 A. M. for Ealtimore and Washington, Stopping at Wimington, Perryvice, Harro-do-Grace, Aberdeen, Perryman's, Magno Is, and Stemmer's Grace, Aberdeen, Perryman's, Magno Ia, and Stemmer's Run.

Night Express 11:15 P. M., for Baltimore and Washington, stopping at Chester Thurow Linwood, Claymont, Wilmington Newark Elaton, Northeast, Perrywille, and Havre-de-Grace.

A special train will leave Philadelphia for Wilmington for intermediate stations at 9 P. M., stopping at Havre-de-Grace, Perrywille, and Wilmington. Also stops at Elkton and Newark (to take passengers or Philadelphia and leave passengers from Washington or Baltimore) and thester to leave passengers from Baltimore or Washington.

Inston.
Aspecial train will leave Wilmington for Philadelphia
and intermediate stations at 630 P. M
Freight train, with passenger car attached, will leave
Wilmington for Perryville and intermediate s attons a
-64 P. M.
H. F. KENNEY, Superintendont.

The trains of the Pentsylvania Central Railroad leave the New Depct, at 'HistTiel' and Market Streets.

The carso the Pentsylvania Central Railroad leave the New Depct, at 'HistTiel' and Market Streets.

The cars of the Market Street Passenger Railway ran to and from this Depot 'They leave From street every two minutes, commencing one bour previous to the time of departure of each Train and allow about 30 minutes for a trib. Their cars are in waiting on the arriva of each Train, and connections are made with all roads crossing Market street.

On Sundays—Cars cave & sevenih and Market streets at 645 P. M. to connect with Pittsburg and Eric Mail, and at 1625 P. M. with Philadelphia Express.

Mainn's Raygage Express is coated at 80.31 S. Eleventh street. Parties desiring Basgage taken to the trains case bave it done at reasonable rates upon application to him. TEAINS LEAVE AND ARRIVE AT DEPOT, THUS to LEAVE.

File Fxpress at 730 A. M.

Mail Train.

Paoil Accommodation. No 1 "10.05 "Past Lime 12.06 M.

Parkesburg Accommodation 400 "Past Lime 12.06 M.

Parkesburg Accommodation 400 "Past Lime 200 "Past Lime 12.06 M.

Parkesburg Accommodation 400 "Past Lime 200 "Pa THOMAS B. PARKE Ticket Agent at the Depot.
An Emigrant fram runs daily (except Sunday). For

FRANCIS FUNK No. 137 Dock Strops NORTH PENNSYLVANIA RAILROAD,-FOR BETHLEHEM, DOYLESTOWN, MAUCH CHUNK, EASTON, WILLIAMSPORT, and WILKES BARRE, At 730 A. M. (Fxpress), for Bethlehem. Allentown, Manch Chunk, Hazleton, Williamsport, and Wilker-Manch Chank, Hazieton, Williamsport, and Wilkesbarre.
A 3-30 P. M. (Express), for Bethlehem, Easton, etc.,
reaching Easton at 6-45 P. M.
At 515 P. M., for Bethlehem, Allentown, Mauch
Chank, Danville and Williamsport.
For Doviestown at 8-35 A. M., 2-30 and 4-15 P. M.
For Fort Washington at 10 A. M. and 11 P. M.
For Lansdale at 6-15 P. M.
White cars of the Second and Third Streets Line City
Passinger Cars run direct to the depot.
TRAINS FOR PHILADELPHIA,
Leave Bethlehem at 6-25 A. M. and 10-02 A. M., and
6-15 P. M.

Leave Bethlehem at 620 A. M., 3:15 and 5:30 P. M.
Leave Doy estown at 6:30 A. M., 3:15 and 5:30 P. M.
Leave Landale at 6:10 A. M.
Leave Fort Washington at 10:50 A. M., and 2:15 P. M.
ON SUNDAYS.
Philadelphia for Beth ehem at 0 A. M.
Philadelphia for Doylestown at 3 P. M.
Doylestown for Philadelphia at 7:20 A. M.
Bethlehem for Philadelphia at 4 P. M.
Through Tickets must be produted at the ticket offices,
THIRD Street, or BERES Street.

85
ELLIS CLARK, Agent

THIRD Street, or BERES STEEL.

EAST

EXILIS CLARK, Agent

TREIGHT LINES FOR NEW YORK AND

a 1 the Stations on the CAMDEN and AMBOY and
connecting Railroads Increased despatch.

THE CAMPEN AND AMBOY RAILROAD AND
TRANSPORTATION COMPANY FREIGHT LINES
for New York will leave WALNUT Street Wharf at a
o'cock P. M., daily (Sundays excepted).

Freight must be delivered before 4% P. M., to be forwarded the same day. Returning, the above lines will
leave New York at 12 noon, and 4 and 8 P. M.

Freight for Trenton. Princeton, Kingston New Brunswick, and all points on the Camden and Amboy Railroad; also, or the Belvinere. Delaware, and Flemingten; the New Jersey, the Freshold and Jamesburg, an
the Eurington and Mount Holly Railroads, received and
terwarded up to 1 P. M.

The Belviners De aware Railroad connects at Phillipsburg with the Lehlah Valley Hailroad, and at Manunkachunk with all points on the Delaware. Lackawanna,
and Western Railroad, forwarding to Syracuse, Buffallo,
and other points in Western New York.

The New Jersey Centra: Esilroad, and at Newark with
the New Jersey Railroad connects at Elizabeth with
the New Jersey Centra: Esilroad, and at Newark with
the Morris and Essex Railroad

A slip memorandum, specifying the marks and numbers, shippers and consignees, must, in every instance,
be sent with each load of goods or no receipt will be
given. Increased facilities have been made for the
transportation of Live Stock. Drovers are invited to
try the route When stock is furnished in quantities of
two car-loads or more, it will be delivered at the foot
of Fortieth street near the Drove Yard, or at Fier No.
1 North river, as the shippers may designate at the time
of shipment. For terms, or other information, apply to
WALT) R FREEZ AN. F. eight Agent.

DHELADELPHIA, GERMANTOWN, AND

PHILADELPHIA, GERMANTOWN, AND NOBRISTOWN RAILROAD.
On and after WEDNESDAY, November 1st, 1865, until

On and aiter WEDNESDAY, November 1st, 1865, until Eurher Notice.
FOR GERMANTOWN.

Leave Philadelphia 6. 7. 8, 9, 10. 11, 12 A. M., 1. 2, 3 16, 354, 4, 5 554, 6, 7, 8, 9, 10, 11, 12 P. M.

Leave Germantown 6, 7, 75, 8, 8, 20, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 49, 6 554, 7, 8, 9, 10, 11, 12 P. M.

Leave Germantown 6, 7, 75, 8, 8, 20, 9, 10, 11, 12 A. M., 1 10, 8, 25, 4, 49, 6 654, 7, 8, 9, 10, 11, 12 A. M., 1 10, 12 P. M.

Leave Germantown B. A. M., 1, 6, 954 P. M.

Leave Philadelphia 9.10 A. M., 2, 7, 105 P. M.

Leave Philadelphia 8, 10, 12 A. M., 2, 3, 354, 554, 7, 9, and 11 P. M.

Leave Chesnut Hill 7-10 minutes, 8, 940, 11-40 A. M., 40, 3-40, 540, 640, 8-40, and 10-40 minutes P. M.

ON SUNDAYS.

Leave Chesnut Hill 7-40 minutes A. M., 12 40, 5-40, and 925 minutes P. M.

Leave Chesnut Hill 7-40 minutes A. M., 12 40, 5-40, and 925 minutes P. M.

Leave Chesnut Hill 7-40 minutes A. M., 12 40, 5-40, and 925 minutes P. M.

Leave Chesnut Hill 7-40 minutes A. M., 12 40, 5-40, and 925 minutes P. M.

Leave Chesnut Hill 7-40 minutes A. M., 12 40, 5-40, and 925 minutes P. M.

Leave Philadelphia 6, 8-25 minutes, 11-95 A. M., 15, 3, 45, 5, 56, 6, 8 05 minutes, and 11 P. M.

Leave Norristown 55, 7, 7-50, 9, 11 A. M., 18, 48, 6, and 8 P. M.

Leave Philadelphia 6, 8-35 minutes, 11-95 A. M., 15, 3, 45, 53, 68, 8-55, and 11 8 P. M.

Leave Manayunk, Spring Mill, and Combhohocken only.

ON SUNDAYS.

Leave Philadelphia 6, 8-35 minutes, 11-95 A. M., 15, 3, 45, 53, 68, 8-55, and 11 8 P. M.

Leave Manayunk 58, 7, 7, 8-50, 98, 113, A. M., 2, 5, 664, 854, P. M.

ON SUNDAYS.

Leave Philadelphia 9 A. M., 28, and 7 P. M.

Leave Manayunk 58, 7, 7, 8-50, 98, 113, A. M., 2, 5, 664, 854, P. M.

ON SUNDAYS.

Leave Philadelphia 9 A. M., 28, and 7 P. M.

Leave Philadelphia 9 A. M., 28, and 7 P. M.

6% P. M.

Leave Philadelphia 9 A. M., 2%, and 7 P. M.

Leave Manayunk 7% A. M., 5%, and 8 P. M.

W. S. WIL*ON, General Superintendent,

Depot NINTH and GREEN Streets

STREET, ST.