A CAPITAL CRITIQUE.

FORM-SICKNESS. BY JOHN BUSKIN, F. R. S. A., ETC.

There is a mysterious disease which the doctors find difficult of diagnosis, and from which toreign conscripts are said to suffer. They call it nostalgia, or te mal du pays-in plainer Englishhome-stekness. We have all read how the band. masters of the Swiss regiments in the French service were forbidden to play the Rans des Vaches, lest the melancholy children of the mountains, inspired by the national melody, should run home too quickly to their cows-that is to say, desert. That dogs will pine and fret to death for love of the masters they have lost, is an ascertained fact; and I have been told that the intelligent and graceful animal, the South American llama, if you beat, or overload, or even insult him, will, after one glance of tearful reproach from his tine eyes, and one meek wail of expostulation, literally lie himself down and die. Hence, the legend that the bat-men, ere they load a llama, cover his bend with a poncho, or a grego, or other drapery, in order that his sus-ceptibilities may not be wounded by a sight of ie burden he is to endure; a pretty conceit vilely transposed into English in a story about a cab-horse whose eyes were bandaged by his driver, lest he should be ashamed of the shabbiness of the fare who paid but sixpence for under a mile's drive. I was never south of the 1sth nus, and never saw a llama, save in connection with an overcoat in a cheap tailor's show-card; but I am given to understand that what I have related is strictly true.

If the lower animals, then, be subject to nos talgia, and if they be as easily killed by moral as by physical aitments, why should humanity be made of sterner stuif? After all, there may be such things as broken hearts. With regard to ome-sickness, however, I hold that, as a rule that malady is caused less by absence from home than by the deprivations of the comforts and enjoyments which home affords. Scotchmen and Irishmen are to be found all over the world, and get on pretty well wherever they are; but a Scot without porridge to sup, or an Irishman without buttermilk to drink at breaklast, is always more or less miserable. The Englishman, accustomed to command, to compel, trample difficulties under his teet carries his home-divinities with him, has no sooner set up his tent in Kedar than he establishes one supplementary booth for making up prescriptions in accordance with the ritual of the London Pharmacopæia, another for the sale of pickles, pate ale, and green tea, and a third for the circulation of tracks intended to convert the foreigners among whom he is to abide. He suffers less, perhaps, from home-sickness than any other wanderer on the face of the earth; for he sternty refuses to look upon his absence from his own country as anything but a temporary exile; he demands incessant postal communication with home, or he will fill the English newspapers with the most vehement complaints; he will often-through these same newspapers-carry on controversies, political or religious, with adversaries ten thousand miles away; and after an absence from England of twenty years he will suddenly turn up at railway meeting, or in the chair at a public dinner; bully the board; move the previous question; or, in proposing the toast of the evening, quote the statistics of the Cow-cross, Infirmary for Calves, as though he had never been out of Middlesex. In short, he no more actually expatriates himself than does an attache to an English embassy abroad, who packs up Pail-Mall in his portmanteau, parts his hair down the middle, and carries a slender umbrella-

never under any circulastances unfurled-in the streets of Teheran. But are you aware that there is another form of nostalgia which afflicts only Europeans, and. so far as I know, is felt only in one part of the world? Its symptoms have not hitherto been described, and I may christen it Form-sickness. I should wish to have Mr. Ruskin, Mr. Stirling, and Mr. Beresford Hope, on the medical board to whom I submitted my views on this disease; for it is one architecturally and esthetically occult. This form-sickness begins to attack you after you have resided some time-say a couple of months-in the United States of America. Its attacks are more keenly felt in the North than in the South; for in the last-named parts of the Union there are fig and orange trees, and wild jungles, and cane-brakes, some of the elements of form, in fact. It is the monotony of form, and its deficiencies in certain conditions; that is to say, curvature, irregularity, and light and shade, that make you sick in the North. I believe that half the discomfort and the uneasi ness which most educated Englishmen experience from a protrated residence in States, springs from the outrage offered to their eye in the shape of per-petual flat surlaces, straight perspectives, and violent contrasts of color. There are no middle tints in an American landscape. In winter it is white and blue; in spring blue and green; in summer blue and brown; in autumn all the colors of the rainbow, but without a single neutral tint. The magnificent October hues of the foliage on the Hudson and in Vermont simply dazzle and confound you. You would give the world for an instant of reposefor a grey tower, a proken wall, a morsel of dun thatch. The immensity of the views is too much for a single spectator. Don't you remember how Banyard's gigantic panorama of the Mississippi used to make us first wonder and then yawn? Banvard is everywhere in the States; and so enormous is the scale of the scenery in the colossal theatre, that the sparse dramatis persons are all but invisible. An English landscape painter would scarcely dream of producing a picture, even of cabinet size, without a group of peasants, or children, or a cow or two, or a horse, or at least a flock of geese, in some part of the work. You shall hardly look half a dozen times out of the window of a carriage of an express train in Eugland, without speing something that is alive. In America, the desolation of emptiness pervades even the longest settled and the most thickly populated States. How should it be otherwise? How should you wonder at it when, as in a score of in-stances, not more people than inhabit Hert'ordshire are scattered over a territory as large as France? One of the first things that struck me when I saw the admirable works of the Ameri can landscape painters—of such men as Church and Kensett, Bierstadt and Cropley, and Hart —was the absence of animal life from their scenes. They seemed to have been making sketches of the earth before the birth of Adam. This vacuous vastness is one of the provoca-tives of Form-sickness. To the European, and especially to the Englishman, a country without plenty of people, pigs, poultry, havstacks, barns, and cottages, is as intolerable as the stage of the grand opera would be if it remained a whole evening with a sumptuously set scene displayed, but not a single actor. New England is the State in which, perhaps, the accessories of life are most closely concentrated; but even in New England you traverse walks into which it New England you traverse walks into which it appears to you that the whole of Old England might be dropped with no more chance of being found again than has a needle in a pottle of hay. but it is when you come to dwell in towns that Form-sickness gets its firmest grip of you. In a city of three or four hundred thousand inhabitants you see nothing but mere flat surfaces, straight lines, right angles, parallel rows of boards, and perpendicular palings. The very trees lining the streets are as straight as walking-sticks. Straight rows of rails cut up the roadway of the straight streets. The hotels are marble packing-cases, uniformly square, and pierced with many windows; the railway cars

pierced with many windows; the rallway cars and street omnibuses are exact parallelopipeds; and, to crown all, the national flag is ruled in parallel crimson stripes, with a blue quadrangle in one corner, sown with stars in parallel rows. Philadelphia, from its rectangularity, has been called the "chess-board city;" Washington has been laid out on a plac quite as distressingly geometrical; and nine tenths of the other towns and villages are bailt on gridiron lines. There are some crooked streets in Boston, and that is why Europeans usually show a preference for

thoroughtares are natrow, and deviate a little from the inexorable swraight line. In most cases there is no relaxation of the cord of tension. There are no corners, nooks, archways, alleys; no retuges, in fact, for light and shade. In the State of Virginia, there is one of the largest natural arches in the world; but in American natural nrches in the wiwld; but in American architecture a curved vanit is one of the rarest of structures. The very bridges are on piers without arches. Sign-boards and trade efficies, it is true, project from the honges, but always at right angles. This rigidity of outline makes its mark on the nomenclature and on the manners of the people. The names of the streets are taken from the letters of the alphabet, and the numerals in the "Ready Reckoner." I have lived in G street. I have lived in West Fourteenth, between Fifth and Sixth avenues, Mathematical calculation is the basis of daily life. You are fed at the hotels at stated hours; and You are fed at the hotels at stated hours; and the doors of the dining room are kept locked until within a moment of the gong's sound ing. At some tables d'hote, titty negro waiters stand mute and immobile behind the chairs of two hundred and fifty guests, and at a given signal uncover with the precision of clockwork one hundred dishes. These are not matters of opinion; they are matters of fact. Routine pursues you everywhere: from the theatre to the church; from the fancy fair to the public meeting. In the meanest village inn, as in the most palatial hotel, there is a travellers book, in which you are bound to enter your name. You may assume an alias; but you must be Mr. Somebody. You cannot be, as in England, the "stout party in Number Six," or the "tail gent in the Sun." You must shake hands with every one to whom you are introduced; you must drink when you are asked, and then ask the asker to drink—though I am bound to say that jihis strictly mathematical custom has, owing to the piteous protests of Europeans, somewhat declined of late. If you enter a barber's shop to be shaved, a negro hands you a check bearing a number, and you must await your turn. When your turn arrives, you must sit in a certain position in a velvet-covered fauteul with high legs, and must put your feet up on a stool on a level therewith. The barber shaves you, not as you like but as he likes, powders you, strains a napkin over your face, sponges you, shampoos you, pours bay rum and eau-de-Cologne on your head, greases, combs you out, and "fixes" you generally. The first time I was ever under the bands of an American barber, I rose as soon as he had laid down his razor, and made a move in the direction of the washband basin. He stared at me as though I had gone mad. 'Hold on!' he cried, in an authoritative accent. "Hold on! Guess I'll have to wash you up." That I should be washed up or "fixed," was in accordance with the mathematical code.

This all but utter absence of variety of form of divergence of detail, of play of light and shade, are productive in the end of that petulant discontented frame of mind-of that soreness of spirit-with which almost every tour st who has visited the Great Republic has come at last to regard its civilization. As a rule, the coarser the traveller's organization—the less he cares about art or literature-the better be will ge on in America. I met a fellow-countryman once, the son of an English Earl, at one of the biggest, most mathematical, and most comfortless, of the New York hotels, who told me that he should be very well content to live there for ten years. 'Why," he said, "you can have five meals a day it you like," This is the kind of traveller, the robust, hardy, strong-stomached youth, fresh from a public school, who goes to America and does not grumble. But do take, not a travelled Englishman, but travelled American, one who has been long in Europe, and has appreciated the artistic glories of the Continent, and you will discover that he finds it almost impossible to live in his own country, or "board" at an American hotel. Every continental cuty has its colony of cultivated Americans, good patriots and staunch republicans, but who are absolutely airaid to go back to their native land. They dread the mathematical system. Those who, for their families' or their interests' sake, are compelled to return, live at hotels conducted, not on the American, but on the European system—that is to say, where they can dine, breakfast, or sup, not as the landlord likes, but as they themselves like. Those who are wealthy, shut themselves up in country-houses, or splendid town mansions, surrounded by books and pictures and statues and tapestry and coins from Europe, until their existence is almost ignored by their countrymen. In no country in the world are so many men of shining talents, of noble mind, of refined tastes, buried alive as in the United States.

That which I call the mathematical system is only another name for a very stringent and offensive social tyranny; and, did we not remember that humanity is one mass of inconsistencies and contradictions, it would be difficult to understand how this social despotism could be made compatible with the existence of an amount of political liberty never before equalled in this world. Until 1861, the American citizen was wholly and enterely free; and now that the only pretext for the curtailment of his liberties has disappeared, he will enter upon, it is to be hoped, a fresh lease of freedom, as whole and entire as of yore. How far the social tyranny spoken of has extended, would be almost incredible to those who have not resided in America. "Whatever you do," said an American to me on the first day of my landing in the States, "don't live in a boarding-house where you are treated as one of the family. They'll worry you to death by wanting to take care of your morals." To have one's morals taken care of is a very excellent thing; but, as a rule, you prefer to place the curatorship thereof in the hands of your parents and guardians, or of your spiritual director, or, being of mature age, of yourself. "Taking care of morals" is apt to degenerate into petty impertinence and esplonace. One of the most eminent of living sculptors in New York told me that for many years he experfenced the greatest difficulty in pursuing the studies incidental to, and indeed essential to, his attaining excellence in his profession, owing to the persistent care taken of his morals by the lady who officiated as housekeeper in the chambers where he lived. It must be premised that these chambers formed part of a building specially erected for the accommodation of artists, and with a view to their professional requirements. Our sculptor had frequent need of the assistance of female models, and the "Janitress," as the lady housekeeper was called, had a virtuously indignant objection to young persons who posed as Venuses or Hebes, in the costume of the period, for a dollar an hour. She could only be induced by the threat of dismissal from the proprietor of the studio building, to grant admission to the models at all; and even then she would await their exit at her lodge gate, and abuse them as they came down stairs. more acclimatized to models was the good sister of William Etty, who used to seek out his Venuses for him; but a transition state of feeling was that of the wife of Nollekens, the sculptor, who, whenever her husband had a professional suffer and the der was year cold asset to her him. sitter, and the day was very cold, used to burst into the studio with a basin in her band, crying: You nasty, good-for-nothing hussy, here's some

not mutton broth for you." To recapitulate a little. Form-sickness is the unsatisfied yearning for those broken lines, irregular forms, and infinite gradations of color-reacting as those conditions of form invariably do on the manners and characteristics of the people—which are only to be met with in very old countries. However expensively and elegantly dressed a man may be, he is apt to feel uncomfortable in a bran-new hat, a bran-new coat and continuations, and bran-new boots and gloves; and I believe that if he were compelled to put on a bran-new suit every morn-new months. pelled to put on a bran-new suit every morning, he would cut his throat before a month was over. The sensation of entire novelty is one inseparable from the outward aspect of America. You can smell the paint and varnish; the glue is hardly dry. The reasons for this are very obvious. American civilization is an independent self-reliant entity. It has no connections, or ties, or foregatherings with any predecessors on its own soil. It is not the heir of long-entailed patrimony. It is, like Rodolph of Hapsburg, the first of its race. It has slain and taken possession. In Great Britain we have yet Stonehenge and some carries and cromlechs to remind us of the ancient Briton's acts; but in the settled parts of the United States, spart from the Indian names of some towns and why Europeans usually show a preference for Boston over other American cities; while in the lower part of New York, a new of the apart from the Indian names of some towns and rivers, there remains not the remotest vestige

to recal the existence of the former possessors

of the soil. There are yet outlying districts, millions of acres square, where Red Indians hunt, and fight, and steal, and scalp; but American civilization marches up, kills or deports them—at all events, entirely "improves" them off the face of the land. They leave no trace behind, and the bran new civilization starts up in a night, like a mushroom. Where yesterday was a wigwam, today is a Porte meeting. was a wigwam, to-day is a Doric meeting-house, also a bank, and a grand pianoforte; where yesterday the medicine man wove his incantations, to-morrow an advertising corn-cutter opens his shop; and in place of a squaw. embroidering moccasins, and cudgetted by the drunken brave her spouse, we have a tight-laced young lady, with a chignon and a hooped skirt, taking academical degrees, and talking shrilly about woman's rights. A few years since the trapper and pioneer race formed a ransition stage between the cessation of barbarism and the advent of civilization. The pioneer was a simple-minded man, and so soon as a clearing grew too civilized for him, the would shoulder his hatchet and rifle, and move further out into the wilds. I have heard of one whose signal for departure was the setting up of a printing press in his settlement. "Those darned newspapers," he remarked, "made one's cattle stray so." But railway extension, and the organization in the Atlantic cities of enormalistic contents. mous caravans of emigrants, are gradually thinning the ranks of the pioneers. In a few years, Natty Bumppo, Leatherstocking, the Deerslayer, the Pathunder, will be legendary. Civilization moves now in block. There is scarcely any advanced guard. Few skirmishers are thrown out. The main body swoops down on the place to be occupied, and civilizes it in one decided charge.

It may be advantageous to compare such a

sudden substitution of a settled community for a howling wilderness, with the slow and tentative growth of our home surroundings. Euro pean civilization resembles the church of St Eustache at Paris, in whose exterior Gothic niches and pinnacles, Byzantine arches, Corin thian columns, Composite cornices, and Renais sance doorways, are all jumbled together. Every canon of architectural taste is violated; but the parts still cohere; a very solid facade still rears its head; and, at a certain distance, its appearance is not inharmonious. At Cologne, in Germany, they will point out to you an ancient building, here a bit of Lombard, here a morsel of florid Gothic, here some unmistakable Italian, and here ten feet of genuine old Roman wall. There are many Christian churches in Italy whose walls are supported by columns taken from Pagan temples. The entire system, physical as well as moral, has been the result of growth upon growth, of gradual intercalapicong and emendation, of perpetual cobbling and picong and putching; and although at last, like Sir John Cutler's silk stockings, which his maid darned so often with worsted that no part of the original labric remained, the succent foundations may have become all but invisible, they are still latent, and give solidity to the superstruc-ture. We look upon the edifice, indeed, as we would on something that has taken root, that has something to rest upon. We regard it as we would that hoary old dome of St. Peter's at Rome. We know how long it took to build, and we trust that it will endure forever. The bran-new civilization we are apt to look at more in the light of a balloon. It is very astonishing. We wonder how ever it contrived to rise so high, and how long it will be before it comes down again; and we earnessly hope that it will

It is not necessary to avow any partisan kind of predilection for one phase of civilization as against another. It is sufficient to note the fact that Europeans, the least prejudiced and the most ardent admirers of the political institutions of the United States, very soon grow fretful and uneasy there, and are unable to deny, when they come back, that the country is not an elegant or a comfortable one to look upon. I attribute this solely to esthetic causes. I do not believe that Englishmen grumble at America because the people are given to expectoration, or guessing, or calculating, or trivialities of that kind. Continental Europeans expectorate quite as freely as the Americans, and for rude cross-questioning of strangers, I will back a German against the most inquisitive of New Englanders. It is in the eye that the mischief lies. It is the bran-new mathamatical outline of Columbia that drives the Englishman into Form-sickness, and ultimately to the disparagement and misrepresentation of a very noble country. In many little matters of detail, country. In many little matters of detail, American manners differ from ours; but in the aggregate we are still one family. They speak aggregate we are still one family with far greater purity and felicity of expression than we our-selves do-they read our books, and we are very often glad and proud to read theirs. They have a common inheritance with us in the historic memories we most prize. If they would only round off their corners a little! If they would only give us a few crescents and ovals in lieu of "blocks!" If they would only remember that the cited as well as the rectangle is a figure in the circle as well as the rectangle is a figure in mathematics, and that the curvilinear is, after all, the line of beauty!—All the Year Round.

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gyivann Rairond trains for Allensown, e'c.; and with
the Lebanon Valley train for Harisburg etc.;
PORT OLINION with Catawissa Rairon trains
Williamsport, Lock Haven, Elmia, etc.; at HAR
RISBI RG with Northern Central, Cumberland Valley
and Schusikiil and Susquehama trains for Northunberland. Williamsport, York, Chambersburg, Pine
grove, etc.

sond Schlajkil and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pine
grove, sec.

AFTERNOON EXPRESS
Leaves Philadelphia at 2 % P. M., for Reading, Pottayille, H. strainty, etc., connecting with Reading and
columbia Railroad train for Columbia, etc. and with
Calawissa Railroad train for Milton, Williamsport
Elmira, Rufalo, etc.

BEADING ACCOMMODATION,
Leaves Reading at 6:30 A. M., stopping at all way
stations, arrives in Philadelphia at 9:35 A. M.,
Iccurains, leaves Philadelphia at 9:35 A. M.,
Iccurains, leaves Philadelphia at 4:30 P. M., arrives in
Reading at 1:30 P. M., attriving in Philadelphia at
1:30 P. M. Alternoon trains leave Harrisburg at 7:35 A.
Harrisburg Accommedation is aves Reading at 7:35 A.
M., and Harrisburg at 9:40 P. M.
Harrisburg Accommedation is aves Reading at 7:35 A.
M., and Harrisburg at 9:40 P. M.
Market gran with a Passerger car attached leaves
Philadelphia at 12:45, poon for Reading and all way stations leaves Heading a 1:30 A. M., and Jownington at
12:30 P. S. I histociphia and all way stations
all the above trains run daily Sundays excepted.
Sunday trains eave Pottsville at 8:0. A. M., and Philadelphia at 3:15 P. M.
HESTER VALLEY RAILROAD.

Passengers or Downingtown and incremediate poin
take he 8:40 A. M. and 8 P. M. trains from Philadelphia, returning from Downington at 7:65 A. M. and
NEW YORK EXPRESS FOR PITTABURG AND TER

phia, returning from Downlagton at 765 a. M. and 225 No.2.

NEW YORK EXPRESS FOR PITTSBURG AND THE Lesves New York at 2.0 A. M., and 8.00 P. M., passing Reading at 16 a. A., and 148 P. M., connecting at Harrisburg with Penesylvania and Northern Central Entireact Express Trains or Pittsburg, chicago Withansport Emitra, Isalimore, etc.

He unning, Express Trains leaves Harrisburg on arrival of Penesylvania Express from Pittsburg, a Sand 905 A. M. passing Reading at 4.49 and 10.52 A. M., attiving at New York at 16 A. M. and 2.45 P. M. Sleeping Car accentamylast 1 cas trains inroug retween Jersey City and Pittsburg without charge.

Mail Train for New York leaves Harrisburg at 148 P. M. Mail Train for Harrisburg leaves New York at 11 Noon.

S. HUYLKILL VALLEY RALLPOAD.

P. M. Mail Train for Harrisburg leaves New York at Il Noon.

8. HUYLKILL VALLEY BAILROAD.

Trains leave Potravi le at 646 and 11-60 A. M., and 7-1
P. M., returning from Tamaqua at 7-35 A. M. and 140 an
4 15 P. M.

SCHULKILL AND SUSQUEH-NNA RAILROAD.

Trains leave Auburn at 7-35 A. M. for Pinegrove and
Harrisburg, and at 1-36 P. M. for Pinegrove and Tremout;
returning rom Harrisburg a 4-56 P. M. and from Tremont at 7-00 A. M. and 6-60 P. M. and from Tremont at 7-00 A. M. and 6-60 P. M. end from the
Tick 1-18.

Through first class tickets and emigrant tickets to althe principal points in the North and west and canadas
The following ticket are cotained only at the Office
of S. Bradford, Treasurer, No. 227-8. Fourth street, Philadelphia, or of G. A. Nicolis, General superintendent
Reading.

COMMUTATION TICKETS.

COMMUTATION TICKETS.

At 25 per cent discount, between any points desires for amilies and firms

MILEAGE TICKETS.

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

SEASON TICKETS. Fo three six nine or tweive months, for holds only, to all points at renced rates
CLPRGYMEN
Residing on the line of the road will be surnished with
cards, entilling themselves and wives to tickens at bair-

EXCURSION TICKETS,

From Philadephia to principal stations, good for Saturday Sunday and Monday at reduced fare, to be had only a, the Ticket Office at Thirteenth and Callow-hill streets.

Goods or all descriptions forwarded to all the above points from the Company's New Freight Depot, Broad and Willow streets.

Exerce Philadelphia daily at 5:30 A. M., 12:45 noon, and 6:40 a. M. for Reading Leonnon Harrisourg Pottsviite.

For: Clinton, and all points becond.

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 P. M.

OR NEW YORK.-THE CAMDEN AND An boy and Philadelphia and Trenton Railroad Company's lines FROM PHILADELPHIA TO NEW YORK and way places, from Walnut street whar, will leave as At 5 A. M., via Camden and Amboy Accommoda-

commodation (Freight and Tassenger), 1st class ticket. 225
20 Class Ticket. 150
At 6 and 10 A. M. 2 and 5 P. M., for Mount Holly,
Ewagasville, Pemberton and Vincentown; at 6 A. M.,
and F. M. tor Freehold.
At 6 and 10 A. M., 12 M., 3 36, 5 6 and 11 27 P. M., for Palmyra, Riverton, Delanco, Beverly, Edgewater Burlington, Florence Bordemown etc. The 1c A. M. and
5 F. M. lines run direct through to Trenton
LINES FROM EEDSINGTON DEPOT WILL LEAVE
At 11 15 A. M., 430 and 8 45 P. M., via Kensington
and Jersey City Express. 33 06
At 12 P. M. (Fight) via Kensington and Jersey City
Express. 225 Express 2-28 The 6-45 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 4:35, 5 and 5:45 P. M., and
12 Midnight. for Bristel Trepton, etc.
At 7.40 and 10-20, 3, 5 and 6: P. M. for cornwells. Torrisdate, He mesbury Tacony Wissineming Bridesburg and Franklord, and at 8: P. M. for Holmesburg and intermediate Stations

BELVIDERE DELAWARE RAILROAD.
For the Delaware River Valley. Northern Pennsylvania, and New York State, and the Great Lakes.
Two through trains daily (Sundays excepted) from Kensington Depot as follows:—
At 7:30 A. M. and 3:30 P. M.
Lines FROM NEW YORK FOR PHILADELPHIA.
Will leave from foot of Corliand street.
At 12 M. and 4: P. M., via Jersey City and Camden.
At 7 and 16 and 11-5 A. M., 6 P. M. and 12 Night, via Jersey City and Kensington.
From Pier No. I North river, a: 6 A. M. and 2 P. M., via Amboy and Camden.
Jun. 15. 1800. WILLIAM H. GATZMER, Agent.

Jun. 15. 1806. WILLIAM H. GATZMER, Agent.

WEST JERSEY RAILROAD LINES.—
From 1001 of MARKET Street (Upper Ferry).
Dai y, except sundays
FALL AND WINTER ARRANGEMENT,
Commencing WEDNESDAY November 15. 1806.
For Bridgeton. Salem, and a 1 Stations on West Jersey and Salem Railroads, at 9 A. M. and 3 30 P. M.
For Milville and all intermediate Stations at 9 A. M.,
For tape Buy and intermediate Stations at 9 A. M.,
For tape Buy and intermediate Stations, at 9 A. M.,
Milville consecting with Freight Train Passenger Car
attached for Cape May, due 3 45 P. M., and 3 P. M.,
brough Passenger one 8 P. M.
Eor Glassboro and intermediate Stations, at 9 A. M.,
Led 3 30 P. M.
For Woodbury, Glonester etc., at 9 A. M.,
and 5 30 P. M.
Freight train will leave Phi adelphia from Sandford's
wharf, at 10 A. M., and Camdon at 12 M.
J VAN BENSSELLER, Superintendent.
THE WEST JERSEY EXPERS COMPANY
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 accommence ach through trains
Office No. 5 Wainut street

Office No. 5 Wainut street

1865 —PHILADELPHIA AND ERIE
RAILROAD.
This great line traverses the orthogolar and Northwest
countries of Pennsylvania to the city of Frie on Lake
File. It has been leased and it is operated by the Pennsylvania Railroad Company.
Time OF PASSENGRETEALSS AT PHILADELPHIA
Arrive Eastwaid—orle Mail rain 100 P. M.
Erie Express Train, 110 A. M.
Leave Westward—Erie Mail Train, 720 P. M.

Erie Express Train, 1110 A. M.
Passenger cars run through on the Erie Mail and
Express Trains without change, both ways, between
Philadelphia and Erie.
NEW YORK CONNECTION.
Leave New York at 600 P. M., arrive at New York 115 P. M.
No change of cars between Frie and New York.
Flegant viceping Cars on all Night trains.
For information respecting passenger business, apply
at THIRTIETH and MARKET Streets, Philadelphia,
And for freight business of the Company's tagentaB. E. Kingston. Jr., corner THIRTEE "H and MARKET
Streets, Philadelphia; J. W. Reynolds, Erie; Wil
iam Brown, Agent, N. C. E. — Bailmaiore.
H. H. HOUS'ON, General Freight Agent, Philadelphia
H. W. GWINNER, General Ticket Agent, Philadelphia
H. W. GWINNER, General Superintendent.

PATENT WIRE WORK, FOR RAILING STO E FRONTS. GUARDS, PARTITIONS, ETC. IRON BEDSTEADS AND WIRE WORK n variety, manufactured by

M. WALKER & SON. No II N. SIXTH STREET 1 18 lm THE STAMP AGENCY, NO. 304 CHESNUT STREET, ABOVE THIRD, WILL BE CONTINUED AS HEBETOFORE STAMPS OF EVERY DESCRIPTION CONSTANTLY ON HAND AND IN ANY AMOUNT. RAILROAD LINES,

PHILADELPHIA, WILMINGTON, AND BAL TIMORE RALINGAD.

TIME TABLE.—Commencing MONDAY. January 2, 1866.—Trains will cave Repost, corner of EROAD street and WASHINGTON Avenue, as follows:—Express Train at 405 A. M. (Stendays excepted), for Ballimore and Washington, stopping at Wilmington, Perryviale. Hayre-de-Grace. Aberden, Ferryman's, Perryviale. Hayre-de-Grace. Aberden, Ferryman's, Perryviale. Barnolfa and Stemmer's Run.

De aware Rel road Train at \$15 A. M. (Sunday excepted), for Ballsbury, Milford, and Intermediate staticus. meno Ha and Stemmer's Run.

De aware Relevand Train at \$15 A. M. Ganday excepted, for Salisbury, Milford, and Intermediate stations.

Way Mail Train at 9 15 A. M. (Sandays excepted), for Baltimore stopping at Chester, Thurlow, Unwood, Clay mont, and all regular stations between Wimington and Baltimore.

Express Train at 245 P. M. (Sandays excepted), for Baltimore and Washington, stopping at Chester Clay mont. Wiminaton, Newark, Ekton North-east Perryville. Havre ac Grace, Aberdeen, Perrymau's, Magnolia and Stemmer's Rus.

Night Express at 11'15 P. M. for Baltimore and Washington, stopping at Chester Thurlow, Linwood, Claymont Wiminaton, Newark, Ekton, North East, Pertyville and Havre de-Grace.

Passenpers by Hoat from Baltimore for Fortress Monroe, Nortolk, City Point and Elchimond will take the 9 15 A. M. Train.

As an additional accommodat on for those holding Through Tickets for Baltimore, Washington and Southern Depot at 11-26 A. S., connecting at Gray's Ferry with the Morning Papers Train from New York.

WILMIS GTON ACCOM MOD ATION TRAINS. Stopping at all Stations between Philadelphia and Wilmington.

Leave Philadelphia at 8 15 and 11-15 A. M., and 2-26, 50, and 7-60 P. M. The 220 P. M., train connects with Delaware Baitroad for Miltord and Intermediate stations.

Leave Wilmington at 7-60, 8 15, and 8-30 A. M., and 2-30, and 5-60. and 5-60 P. M.

Trains for New Castle leave Philadelphia at 8-15 A. M., and 5-30 and 5-60 P. M. Leave Wilmington at 7-60, 8 15, and 9 30 A. M., and 3 06 and 5-60 P. M.
Tains for New Castle leave Philadelphia at 8 15 A. M., 3 30 and 5-60 P. M.
Tains for New Castle leave Philadelphia at 8 15 A. M., 3 40 and 5-50 P. M.
Leave Wilmington at 1,400 M., and 4 30 and 5-53 P. M.
Leave Chester at 8-61, 8.55, and 10-14 A. M., and 12-36, 3 45 501.544 and 10-27 P. M.
Leave Chester at 8-51, 8.55, and 10-14 A. M., and 12-36, 3 45 501.544 and 10-27 P. M.
Leave Baltimore 8-25 A. M. Way Mail: 1-10 P. M., Espress; 1-50 P. M. Express 2-9 P. M. Express 3-9 P. M. P. M.
Leave Chester at 9.52 A. M. 3-23, and 11-50 P. M. Leave Chester at 9.52 A. M. 3-23, and 11-50 P. M. Leave Wilmington at 12-27, 5-13, and 10-33 A. M., and 4 P. M. SUNDAY TRAINS.

Leave Wilminston at 12 27, 5 13, and 16 33 A, M., and 4 F M

SUNDAY TRAINS.

Express Train at 4 45 A, M for Baltimore and Washlocton, Stopping at Wimington, Perryy ile. Havre-deGrace, a berieen, Perryman's, Magno ia, and Stemmor's
Run.

Night Express II 15 P. M., for Baltimore and Washington, Stopping at Chester Thur ow Linwood, Claymont, Windington Newark Elkion, Northeast, Perryville, and Havr-de-Grace.

A special train will cave Philadelphia for Wilmington
for intermediate stations at 9 P. M.

Leave Baltimore at 9 25 P. M. stopping at Havre-deGrace, Perryville, and Wilmington. Also atops at Elkton and Newark (to take passengers for Philadelphia ind
leave passengers from Washington or Baltimore) and
Chester to leave passengers from Baltimore or Washington.

Chester to leave passengers from Daltimore or Wash-ington.

A special train will leave Wilmington for Philadelphia and intermediate stations at 6 30 P M

Freight train, with passenger car a tached, will leave Wilmington for Perryvite and intermediate s ations a -64 P. M.

H. F. KENNFY, Superintendent.

PENNSYLVANIA CENTRAL BAILROAD

WINTLE ARRANGEMENT
The trains of the Frensylvania Central Railroad leave
the new Depot, at "BHETIETH and MARKET Streets.
The cars of the Market Street Passenger Railway run
to and from this Debot they leave From street
every two minutes, commencing one hour previous
to the time of departure of each Train, and allow about
minutes for a trip. Their cars are in waiting on the
arrivan of each Train, and connections are made with all
roads crossing Market atreet.

Un Sundays—Gars cave Eleventh and Market streets
at 645 P. M. to connect with Pittaburg and Erle Mail,
and at 1625 P. M. with Philadeiphia Express.

Mann's Baggage Express is ocaced a No.31 s, Eleventh
street. Parties destring Baggage taken to the trains cam
bave it done at reasonable rate upon app ication to him.
TRAINS LEAVE AND ARBIVE AT DEPOT, THUS:

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LEAVE.

1. 130 A. M.
Mail Train.

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THOMAS H. PARKE Ticket Agent at the Depot.
An Emigrant fram runs dally (except Sunday). For

FRANCIS FUNK No. 137 Dock Street NORTH PENNSYLVANIA RAILROAD.—
For BETHLEHEM, DOYLESTOWN, MAUGH
CHUNK, EASTON, WILLIAMSPORT, and WILKES For Bethlehem, Doylestown, Mauch Chunk, Easton, Williamsport, and Wilkes Barre.

At 730 A. M. (Express), for Bethlehem, Allentown, Mauch chunk, Hazleton, Willamsport, and Wilkesbarre,

At 330 P. M. (Express), for Bethlehem, Easton, etc., reaching Easton at 6 45 P. M.

At 5 15 F. M. for Bethlehem, Allentown, Manch Chunk, Danville and Williamsport

For Doylestown at 8 25 A. M., 2 30 and 4 15 P. M.

For Fort Washington at 10 A. M. and II P. M.

For Lansdale at 6 15 P. M.

White cars of the Second and Third Streets Line City Passenger Cars run direct to the depot

TRAINS FOR PHILADELPHIA,

Leave Doy estown at 6 30 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 Doy estown at 6 30 A. M., and 2 15 P. M.

ON SUNDAYS.

Philadelphia for Doylestown at 3 P. M.

Philadelphia for Doylestown at 3 P. M.

Doylestown for Philadelphia at 7 20 A. M.

Bethlehem for Philadelphia at 7 20 A. M.

Ethlehem for Philadelphia at 4 P. M.

Through Tickets must be procured at the ticket offices,

THIRD Street or BERKS Street.

REIGHT LINES FOR NEW YORK AND

A I the Stations on the Camben and amboy and
connecting Railroads Increased despatch.

THE CAMPEN AND AMBOY RAILROAD AND
TRANSI'DE ATION COMPANY FREIGHT LINES
for New York will leave Walnut Street Wharf at 8
o'clock F. M., daily (Sundays excepted).

Freight must be delivered before 48 F. M., to be forwarded the same say. Returning, the above lines will
leave New York at It noon, and 4 and 8 F. M.

Freight for Trenton, Princeton, Kingston, New Brunswick and all points on the Camden and Amboy Railroad; also, on the Belvidere, Delaware, and Flemington; the New Jersey, the Freehold and Jamesburg, as
the Eurlington and Mount Holly Railroads, received and
forwarded up to 1 F. M.

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

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

A slip memorandum, specifying the marks and numbers, shippers and construces, 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
ity the route When stock is furnished in quantities of
two car-loads or more, it will be delivered at the foot
of For iteh street near the Drove Yard, or at Pier No.
1 North river as the shippers may designate at the time
of shipment. For terms, or other information, apply to
MALTI-R FREEDAN. Freight Agent.

TOHM ADELIPHIA GERMANTOWN.

PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD. On and after WEDNESDAY, November 1st, 1865, union On and alter WEDNESDAY, November 1st, 1825, units but her Notice.
FOR GERMANTOWN.

Leave Philadelphia 6, 7, 8, 9, 10, 11, 12 A. M., 1, 2, 3 10, 33, 4, 5 5%, 6, 7, 8, 9, 10, 11, 12 P. M.

Leave Germantown 6, 7, 7%, 8, 8 26, 0, 10, 11, 12 A. M., 1, 2, 3, 4, 4%, 6 6%, 7, 8, 9, 10, 11 P. M.

The 8 26 down train, and 3% and 5% up trains will not stop on the Germantown Branch.
ON SUNDAYS.

Leave Philadelphia 9 10 A. M., 2, 7, 10% P. M.

Leave Germantown 8 A. M., 1, 6, 9% P. M.

Leave Philadelphia 6, 8, 10, 12 A. M., 2, 3, 3%, 5%, 7, 9, and 11 P. M.

Leave Chesnut Hill 7-10 minutes, 8, 9-40, 11-40 A. M., 40, 3-40, 5-40, 6-40, 6-40, and 10-40 minutes P. M.

Leave Chesnut Hill 7-40 minutes A. M., 12-40, 5-40, and 9-25 minutes P. M.

Leave Chesnut Hill 7-40 minutes A. M., 12-40, 5-40, and 9-25 minutes P. M.

Leave Chesnut Hill 7-40 minutes A. M., 12-40, 5-40, and 9-25 minutes P. M.

Leave Philadelphia 6, 8-36 ninutes, 11-95 A. M., 15, 3, 48, 5%, 68, 8-80 minutes, and 113 P. M.

Leave Philadelphia 6, 8-35 ninutes, 11-95 A. M., 15, 3, 48, 5%, 68, 8-80 minutes, and 113 P. M.

Leave Norristown 5%, 7, 7-30, 9, 11 A. M., 12, 4%, 6, and 8 P. M.

The 5% P. M. train will stop at School Lane Wiess-

4%. 5%, 6%. 8 05 minutes, 5. 750, 9, 11 A. M., 1%, 4%, 6, and Leave Norristown 5%. 7, 750, 9, 11 A. M., 1%, 4%, 6, and F. M.

The 5% P. M. train will stop at School Lane Wienshicken, Manayunk, Spring Mill, and Conshohocken only.

ON SUNDAYS.

Leave Philadelphia 8 A. M., 2%. and 7 P. M.
Leave Norristown 7 A. M., and 5 P. M.

Leave Philadelphia 6 A. 8 25 minutes, 11 95 A. M., 1%, 3, 4%, 5%, 6%, 805, and 11% P. M.

Leave Philadelphia 6 A. 76, 8 20, 9%, 11%, A. M., 2, 5, 6%, 88 P. M.

ON SUNDAYS.

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

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

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

W. S. WIL ON, General Superintendent, Depot Nin Th and GREEM Streets