#### THE FENIANS.

Another Rumpus-The L. R. B - Appeal from one of the Brothers to the Irish Refugees in America-Mr. O'Mahony Charged with Swindling His Country.

Feliow-countrymen:—I, as an Irishman, and knowing well the situation of our brothers at home, do hereby warn you, in the name of our suffering people, against throwing away your money on a set of knavish fellows at Union Square. Be led no longer by the men who have deserted the cause of Ireland and allowed all our public particles to be averaged or and or supply the set of the cause of the second or supply the set of the second or supply the set of the second or supply the set of the second or supply the sec our noble patriots to be arrested and crammed into British prisons. My follow-countrymen, in the name of common sense, did not these men get a sufficient amount of money to enable them to give us their long-promised assistance? And yet they never gave in all one hundred rifles; in fact, there was scarcely a rifle in Ireland, except a few purchased by the people themselves, out of the shillings and sixpences subscribed by the poor, wretched sixpence-per day Some of that great mysterious body at Union

Square night be good enough to tell us what they have done with the twelve pilots that were sent in the early part of December to pilot the imaginary fleet that was to invade our coast. They will not stand up and tell you, like men, that they discharged those men, some of whom had afterwards, poor fellows, to beg their bread in New York, and had ultimately to work their passage home and to other places as best they could. In the name of common sense, purchase rifies with your dollars which you are foolishly giving to this mysterious humbug at Union Square—but hush! the military council is in session. They are now killing time so as to dupe you more safely. Tread lightly as you pass, for the naval secretary is preparing a fleet which is to be piloted by the man in the moon. Turn your money into rifles, knapsacks, and other fighting material, and give them to President Roberts and General Sweeney. Do that, each and every one of you, and you will soon hear of an, army in the field, and one of the finest and bravest that ever yet went to battle in any country. Yes, and moving in the only direction that an army can move to save or serve our country. I should like to know what can an unarmed, undisciplined people do in Ireland without arms after the suspension of the habeas corpus, sixty thousand soldiers and a strong military police in every part of the

country.

The time for fighting in Ireland is gone by.
To try it there now would be slaughter and the
eternal ruin of our race. There are more than
enough of sorrowing women and children there at the present. My countrymen, be deceived no longer; give up the idea of moral logic talk from John O'Mahony & Co., for it will not save you. He never intended to fight. Get yourselves together as Irishmen should do in this great hour of trial. Be a laughing-stock no longer, Assist President Roberts and General Sweeney to get into the field. Turn your eyes, hearts, and minds towards them alone. If you do not, you are only assisting the men who have ruined the people in poor old Ireland, and would ruin us here also if they had the chance, as he is still trying to do so. Good old experienced soldiers, who came to lay down their lives for Ireland, were left shirtless on the streets of Dublin in a state of destitution. Where did the money go that was collected by the Union square faction for the support of those people? I could tell, if I chose, but before I say much on this point, I give Mr. O'Mahony a chance to answer the question himself. But hail the fleet, the imaginary fleet! Well, suppose it was a fleet in reality; what a wonderful thing to talk about! But just look at a man-of-war lying watching every port around the coast of Ireland! It is the wildest sort of insanity to talk about a fleet. But they have not the least notion of such a thing. The whole secret of his doings of late, and their future, is wrapped upon one word or two:—
"Give me your money. Buy my bonds." But if I am not very much mistaken, Union Square will be uninhabited some of these mornings.

Assist President Roberts and General Sweeney with "all the powers you can get togethermoney, arms, and ammunition-at once, if you feel for your brothers in Pentonville prison. Your only way to obtain satisfaction, hostages, and the redemption of your country, is Canada first, Ireland afterwards. If you have not sense enough to see this, you are a worthless people and not deserving of liberty. JAMES P. MONTAGUE, Captain I. R. B.

# ENGLAND'S IRON-CLAD FLEET.

Launch of the Big Ship "Northumberland" at the Millwall Iron-Works-6621 Tons-Horse-Power 1350-The Prince and Princess of Wales and Lady Percy Present - Full Description of the

From the London Times, March 17. To-day another addition to our fleet of ironclads will be made by the launch of this huge vessel from the yard of the Millwall Iron Works and Shipbuilding Company. Their Royal Highnesses the Prince and Princess of Wales are to

be present, and Lady Percy, as representing the noble house of Northumberland, is to name the ship, which will be sent affoat under every circumstance of ceremony. As a specimen of iron-clad architecture, the Northumberland is beyond all doubt the finest example of skilled workmanship ever set afloat; but as a mere instrument of defense she is much

behind both the Warrior and Black Prince. The fact is painful, but no iron-clads have come up to the conditions of excellence of the two which were first built, and which we have just named. In speed, in strength, and in seagoing qualities not only have the Black Prince and Warrior not been equalled by more recent productions, but all our later vessels have shown such a steady deterioration in almost all these qualities as to make it a serious question whether it is wise to continue building on our present plans. At first two distinct classes of vessels, known as the Warriors and Minotaurs, were designed and built.

The Warrior and her sister vessel, the Black Prince, were ships of 6100 tons, 380 feet long by 58 feet broad, plated only over the midship portion of their broadsides with 44 inch armor, backed up with 18 inch of teak, angle irons, and an inner iron skin. These were only meant to carry 46 guns, 26 being protected within the armor. 10 on the spar deck, and 10 more at the bows and stern, would have no armor, but which are so subdivided by a webbing of iron compartments that they might be riddled with shots without much danger to the major part of the chip. Each of these vessels of the Warrior class is driven by engines of 1250 horse power, nomi-They have hitherto proved not only the fastest ships of the navy, but, from their bow and stern not being overborne by heavy armor, they are buoyant and tolerably easy even in a head sea and very broken water.

In an unfortunate hour, however, the Admiralty undertook to improve on these fine models, and vessels of what is called the Minotaur class were ordered. These ships include the Minotaur the Agincourt, and the Northumberland. They are of 6621 tons, 400 feet long by 59 feet 3 inches beam, and plated from stem to stern with 54-inch iron, instead of 44-inch on a backing of 9 inches of teak, instead of 18 inches, as in the Warrior, Their horse-power, too, was increased from 1250 to 1350, with which a speed of sixteen knots was expected, and as Mr. Penn, who makes the engines, promises it, there is every likelihood of

its being attained.

The Northumberland is built on the ram system, having what is termed a swan-breast pro-trucing forward beneath the bow under the water, and the stem of this portion, which would have to resist the first shock of a blow in running down a ship, is a most gigantic forging, as is also the hinge iron beam which forms the stern frame. Every part of the vessel is of iron, even to the spar-deck, though the metal here, which is less than three-quarters of an inch thick, is, of course, covered with wood, in the ordinary fashion, and the iron is only meant as a protection from fire in cases of shells coming in board. Every part of the hull is divided into longitudinal and transverse water-tight compartments. There are no less than fifteen of these, which not only insure her safety in case of accidents below the water-line,

but add immensely to the stiffness of the whole ship, which is virtually made by these means one huge hollow wrought iron girder of im-

mense strength.

The Northumbertand has a different system of armor plating from her sisters, the Agincourt and the Afindaw. The experience gained with the Achilles seems to show clearly that the limit up to which sea-going frigates can carry armor has not only been reached but rather overpassed. Thus, the Northumberland's armor, for the length of about 100 feet forward is only a belt of armor ten feet broad, and for the same length at the aftermost part of the yes-el it is only 8 feet broad, going to a depth of 6 feet below the water terward and 4 feet att. For a length of 200 feet amidships, however, the whole body of the vessel is cased with plates up to the main deck. Here the armor rises to a height of 16 feet above the water, and goes to a depth of 64 feet below it. This main portion of the ship is further pro-tected by transverse bulkheads, plated with 4½ lnch iron, inclosing the battery in-side the ship as in a box. These armor coverings extend from the floor of the main deck to the spar deck. Above and beyond these protections the Northumberland has a semi-circular shield, also of 41 inch iron, which completely incloses her bows at the forecastle Within this shield two guns of the heaviest calibre are to be worked as bow chasers. All the portsills of the main battery will be, when the vessel is fully stored, no less than 10 feet clear from the water. This is I foot higher than the portsills of the Warrior, and no less than 6 feet 4 inches higher than those of La Glove. All the port-holes are made on the improved principle, which is almost peculiar to the ironclads, and are very narrow. She is, however, only intended to carry 22 guns on the main deck, of which four are to be 300-pounders, and 18 nine-ton 150-pounders. On the spar deck will four Armstrong 100-pounder shell guns. Like the rest of her class, the Northumberland

is provided with a deck tower, as strong as teak and iron armor can make it. This tower is unu-sually high in the Northumberland, and is divided into two stories, the lower to be occupied in action by riflemen only, while the upper story is to be used by those in command of the ship, and from which also the vessel can be steered in action. A great addition has been made to the ship since she was first laid down, in the shape of a peop and topgallant forecastle. The peop gives ample space and accommodation for the abins necessary for an admiral and staff, thus fitting the vessel for a flagship, which the arrangements of the earlier iron-clads did not admit of. At the time that the Warrior made her trial trips it was pointed out that it was little less than absurd to give these enormous vessels-double the length of any line-of-battle ships in the service-only a frigate's crew, and only the traditional three masts. The experience gained by working the Warrior has shown that these remarks were just, and the Minotaurs are now each to have crews of 750 men, and five instead of three masts. All these masts are of iron, and of nearly the same height, which certainly detracts some what from the beauty of the vessel's "sit" upon the water. Four of the masts are square-rigged, the aftermast and mizzen having fore-andaft sails only.

Every part of the ship which has been executed by the Millwall Company is really the very perfection of iron workmanship. As an iron structure it is impossible to imagine anything more perfect than her finish. Strange to say, she is to be launched to-day with almost all her iron plates fixed to her, and, in fact, with the exception of rigging and engines, almost ready for sea. Internally and on deck she has in her fittings all the beautiful finish of a private yacht. The perfection with which her armor plates are fitted on makes her seem

as smooth as if they were varnished.

The following is a list of the iron-clads we now possess either actually in commission or nearly ready for sea, and exclusive of those which, like the Hercules, etc., have not long been begun:-No. of Pro-Thick's

Ship's Name.	Horse tected guns of Tonnage.Power.design'dfor.Arm'r Inches,			
Achilles	6221	1250	26	41
Binck Prince		1350	26	41
Warrior	6109	1250	26	41
Agincourt	6821	1350	36	51
Minotaur	6621	1850	38	51
Northumberland		1350	36	51
Hector		800	82	41
Valiant		600	32	41
Defense		600	16	41
Remstance		600	15	AT
Caledonia		1000	32	4.1
Ocean		1000	32	4.1
Prince Con ort.		1000	32	23
Royal Alfred		800	32	6 and 4
Royal Oak		800	32	o and w
		177.00	-	At and Et
Lord Clyde	**** 4067	1000	34 }	and 6in.
	40.00	2000	0.6	41 and 51
Lord Warden.,	9067	1000	84 }	and 6in.
Zealous	2716	800	16	44
Bellerophon		1000	12	6
Palias	2872	600	5	41
Favorite	2094	400	- 8	44
Research	1253	200	4	41
Enterprise		160	4	44
Viper	757	160	2	4.5
Vixen	754	160	2	4
Waterwitch	777	167	2	41
Waterwitch Prince Albert	2529	500	6	41
Royal Sovereign	8765	800	8	55
Scorpion		350	4	4+ and 3
Wivern		850	4	4 and 8

### SHIRTS, FURNISHING GOODS, &c W. SCOTT & CO. SHIRT MANUFACTURERS,

AND DEALERS IN MEN'S FURNISHING GOODS.

No. 814 Chesnut Street, FOUR DOORS BELOW THE "CONTINENTAL," PHILADELPHIA.

PATENT SHOULDER-SEAM SHIRT MANUFACTORY AND GENTLEMEN'S FURNISHING STORE. PERFECT FITTING SHIRTS AND DRAWERS made from measurement at very short notice.
All other articles of GENTLEMEN'S DRESS GOODS

WINCHESTER & CO., 706 CHESNUT STREET

#### **FIRE AND BURGLAR PROOF SAFES** THE FIRE IN CHESNUT STREET

Letter from Wells, Fargo & Co.

\$10,000 SAVED IN HERRING'S PATENT SAFE. PHILADELPHIA, January 2, 1866. MESSES. FARREL, HERRING & Co .- Gentlemen :- We have just opened our Safe, one of your manufacture, which passed through the destructive fire in Chesnut street last night. The Safe was in our office, No. 607 which building was entirely destroyed. The bate was in a warm place, as you may well suppose, and was red Not when taken out of the embers. We are well satisfied with the result of this trial, and find our books, papers and some ten thousand dollars in money almost as per fect as when put in the Saie. Nothing is injured, if we except the leather bindings of the books, which are

steamed; the money and papers are as good as ever,

Truly yours, WELLS, FARGO & CO., Per J. H. COOK, Agent.

The above Safe can be seen at our store.

FARREL, HERRING & CO., No. 629 CHESNUT Street.

A T Q U E E N'S N E W S STAND,

BALL THE MAGAZINES.

MAGAZINES.

MAY be obtained at ourrent rates. May be obtained at ourrent rates.

## GOVERNMENT SALES.

OFFICE OF ASSISTANT QUARTERMASTER, Wilmington, Bel, April 3, 1898.
Final and closing sales of sorplus Government
MULES AND MORSES.
Will be sold at WILMINGTON, Dek. on
FRIDAY, the 13th si April,
FRIDAY, the 20th of April,
FRIDAY, the 27th of April,
TWO HUNDRED AND TEN MULES.
SEVENTY MULES on each day of sale.
On the last day of sale, April 27th, in addition to
the Mules, there will be sold

The especial attention of purchasers is invited to the above sales. Farmers and others needing good Working Animals will find it to their advantage to

Animals sold singly.

Animals sold singly.

Sale to commence at 10 A. M.

Term—Cash, in United States carrency.

By order of Brevet Brigadier General JAMES A.

EKIN, in charge 1st Division Q. M. G. O.

C. H. GALLAGHER,

Captain and A. Q. M.

UNITED STATES MILITARY BAILBOADS Washington, D. C., March 14, 1806.

AUCTION SALE OF UNITED STATES MILI-TARY RAILROAD MATERIAL.
Will be sold at public auction at Alexandria,
Va., on TUESDAY, April 10, 1886.
2 first-class Loco motive Engines, 4 feet 8j-inch
gauges cy inders, lox22; weight, 25 tons
4 Passenger Cars.
20 Box Franch Cars.

20 Box Freight Cars. 2 Stock tars. 4 Platform Cars. 20 Small Truck Cars.
21 Trucks for Freight Cars.
18 pairs Wheels on axles.
2 Steam Pumping Engines.

Stationary Engine 12 Henderson Pumps. 500 ions second-hard Railroad Iron (good).

A large quantity of Frogs, Mauls, Switch Fixtures, Axes, Car Couplings, Bar Iron, Picks, Stoves, Files, Sperm Oil, etc. Springs, D Buildings, from 10x12 to 200x40 feet. Lot of Cface Furniture. Contents of Printing Office.

A large quantity of new Sheli Hardware. 1 Herring Safe. I Saloen Car, 4 feet 84-inch gauge, elegantly finished and furnished with black wainut, trimmed with green plush; double trucks, with broad treadwheels,

Sale to commonce at 10 A. M.
Terms cash, in Government funds.

H. L. ROBINSON,
Bvt. Brig.-Gen., A. Q. M.

A WHISKY, WINES, ETC.
MEDICAL PURVEYOR'S OFFICE, 1 MEDICAL PURVEYOR'S OFFICE, 
WASHINGTON, D. C., March 21, 1868. 
Will be sold at Fublic Auction in this city, at the
Judiciary Square Warchouse, back of the City Hall,
on WEDNESDAY, the 18th day of April next, at 10
o'clock A. M., the following articles of Hospital
Stores and Liquors, no longer required for the use of
the Medical Department of the army viz.

Stores and Liquors, no longer required for the use of the Medical Department of the army, viz:—
Arrow Root... 10.000 lbs Dessicated PotaBarley...... 10 000 " toes..... 100 lbs
Corn Starch... 10 000 " Wixed Desc. do. 162 "
Cocoa Coccolste 10,000 " Whisky, quart
Cinnamon, Powd. 1,000 " Whisky, quart
Cinnamon, Powd. 1,000 " Whisky, in obis,
Tapioca..... 10 000 " galions..... 3,900
Ext. of Reef... 20,000 " Sherry Wine,
Concent'a Milk. 20,000 " Gipger..... 1885 "Sherry Wine,
Ext. of Coffee... 3,762 gal
Beans...... 600 lbs
TarragonaWine,
Pea Beana... 2,300 " bottles....... 10,000
The above articles will be sold in lots to suit bott large and small purchasers.

large and small purchasers. Terms—Cash.
Five (5) days will be allowed to parties in removing their property.
Catalogues ready by the 5th prox.
CHAS SUTHERLAND,

Surgeon and Purvey or, U. S. A. C. W. POTFLER, Auctioneer. 3 22 28t BUREAU OF ORDNANCE NAVY DEPARTMENT, WASHINGTON CITY, February 28, 1866.

SALE OF NAVY POWDERS AT THE NAVY YARD, PORISMOUTH, N. H.

There will be sold to the highest bidders, at Public Auction, at noon, the 12th day of April, by the Ordnance Officer at the Fortemouth Navy Yard, N. H., one hundred and eighty-five thousand nine hundred and sixty-nine (185,969) pounds NAVY POW DER, as follws:—

151 800 pounds Cannon Powder.

131 600 pounds Cannon Powder. 29 219 "Rifte"
25,150 "Musket "
These Powders will be divided into lots of one hundred barrels each.

lerms, cne-half cash in Government funds, and the remainder on the removal of the Powders, tor which a reasonable time, but not more than thirty days, will be allowed, the purchasers, however, to make every exertion to remove the Powders

H. A. WISE, Chief of Bureau. 31 thm12t

# PROPOSALS.

PROPOSALS.—SEALED PROPOSALS, IN duplicate, will be received at this office until 12 M., MONDAY, the 16th day of April, 1866, for the delivery of 6000 head of BEEF CATTLE on the hoof, for the use of captured Indians. The cattle to be delivered to the A. U.S., for Indians at Fort Summer New Mexico.

New Mexico.

The first delivery to be on the 1st day of July, 1886, and to consist of 500 head of cattle; the subsequent deliveries to be in such numbers and at such times as may be required by the undersigned.

The cattle must be from three to five years old, and must weight at least 400 normals not their weight. and must weigh at least 400 pounds not (their weight to be ascertained according to manner laid down in the Subs. Regulations of 1863), and to be of the best marketable quality. No Stags, Bulls, Cows, or heliers will be received.

Whenever, in the opinion of the A. C. S. for Indians, at Fort Sumner, the cattle presented do not ruliil the conditions here set forth, as many as do not will be rejected. Ten per cent, of money due contractors will be retained until the contract is fulfilled.

Two responsible persons must sign each bid guaranteeing that it the contract is awarded to the party or parties therein proposing, they will enter into ample bonds for the faithful fulfilment of the contract, and when the parties thus offering as surcties are unknown to the undersigned, their ability to reimburse the loss to the United States, which would accrue in case of failure, must be attested before a magistrate or other officer empropulation. powered to administer oaths.

The parties to whom this contract is let will be ex-pected to fill the contract the msolves—any sub-letting of the contract will be considered as a failure to com-

of the contract will be considered as a failure to comply with the contract, and the contractor will be held responsible therefor.

Endorse on the envelope "Proposals for Beet Cattle, at Fort Sumner, New Mexico" W. H. BELL.

Captain and C. S. and Brevet Major, U. S. A.

Office Furchasing and Depot C. S., District of New Mexico, Santa Fe. N. M., February 7, 1866, 31 23t

GOVERNMENT HARNESS AND SADDLES— STOCK—Harness, Saddles, Haiters, Reins, Lead Lines, Collars, Wagon Covers, Shelter Tents, Portable Forces, etc. etc., very cheap. A lot of entirely new Officers' Saddles, only \$18. Plated Bit Bridle, \$21. Wholesale and retail

No. 339 North FRONT Street, Philads,

# HARNESS.

A LARGE LOT OF NEW U. S. WAGON HAR NESS, 2, 4, and 6, horse. Also, parts of HAR-NESS, SADDLES, COLLARS, HALTERS, etc. bought at the recent Government sales-to be sold at a great sacrifice. Wholesale or Retail. Together with our usual assortment of

SADDLERY AND SADDLERY HARDWARE

WILLIAM S. HANSELL & SONS, No. 114 MARKET Street. REVENUE STAMPS, REVENUE STAMPS Of all descriptions, Of all descriptions,

AT FLORENCE SEWING MACHINE (O. S. OFFICE AT FLORENCE SEWING MACHINE CO. S. OFFICE No. 630 CHESNUT Street. One door below Seventh street one coor below Seventh street The most liberal discount allowed.

#### COAL.

JAMES O'BRIEN, DEALER IN

LEHIGH AND SCHUYLKILL COAL,

BY THE CARGO OR SINGLE TON. Yard, Broad Street, below Fitzwater.

Has constantly on hand a competent supply of the above superior Coal, suitable for family use, to which he calls the attention of his friends and the public generally.

Orders left at No. 205 S. Fifth street, No. 32 S. Seventeenth street, or through Despatch or Post. Office, promptly attended to.

A SUPERIOR QUALITY OF BLACKSMITHS COAL.

785

ROBERT P. BENDER

COAL DEALER, S. W. CORNER BROAD AND CALLOWHILL STREETS

None but the best WEST LEHIGH, all sizes, from the Greenwood Colliery, on hand, and for sale for CASH C2 10 6m Also, ENGINE, HEATER, AND FURNACE COAL

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"ANCHOR LINE OF STEAMERS."
"COLLEDONIA."
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"INDIA."

Steam to LIVERFOOL LONDONDERRY, BELFAST, DUBLIN, NEWRY, COSK, AND GLASGOW.

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LOWER RATES THAN ANY OTHER LINE. All STATIONS ON THE IRISH RAILWAYS.

SPECIAL NOTICE.—Passengers will take particular notice that the "Anchor Line" is the only line granting through tickets at the above rates from Philadelphia to the points remed above, and that the undersigned is the only driv authorized Agent in Philadelphia.

Apply to Sole Agent for "ANCHOR LINE."

1 15 Sole Agent for "ANCHOR LINE."

FOR NEW YORK,—PHILADELspatich Swhishre Lines, via Delaware and Raritan Canal,
leaving daily at 12 M. and 5 P. M., connecting with all
Northern and Eastern lines.
For freight, which will be taken upon accommodating
terms, apply to WILLIAM M. BAIRD & CO.,
316 No. 152 S DELAWARE Avenue

O SHIP CAPTAINS AND OWNERS.—THE undersigned having leased the KENSINGTON SCREW DOCK, begs to inform his friends and the patrons of the Dock that he is trepared with increased facilities to accommodate those having vessels to be raised or repaired, and being a practical ship-carpenter and cauther, wil give personal attention to the vessels entrusted to him for repairs.

Cartains or Agonta Ship Carpenters, and Machinists having vessels to repair, are solicited to call.

Having the agency for the sale of "Wetterstedt's Patent Metallic Composition" for Copper Paint for the preservation of vessels' bottoms, for this city, I am prepared to lumish the same on favorable terms.

JOBN B. HANNITT.

Kensington Screw Dock,

DYEING, SCOURING, ETC.

# FRENCH STEAM SCOURING

ESTABLISHMENT, No. 510 RACE Street.

We beg leave to draw your particular attention to our new French Steam Scouring Establishment, the first and only one afits hind in this city. We do not dye, but by a chemical process resore Ladies, Gentemen's, and Children's Garments to their original states without injuring them in the least, while great experience and the beat machinery from France enable us to warrant perfect satisfaction to all who may favor us with their patronage. LADLES' DRESSES of every description, with or without Trimmings, are cleaned and finished without being taken apart, whether the color is genuine or not.

Opera Cloaks and Mantillas. Curtains. Table Covers, Carpets, Velvet, Ribbons, Kid Gloves, etc., cleaned and reunlabed in the best manner. Gentlemen's Summer and Winter Clothing cleaned to perfect a without injury to the stuff. Also Flags and Banners. All kinds of stains removed without cleaning the whole. All orders are executed under our immediate supervision, and satisfaction guaranteed in every instance. A call and examination of our process is respectfully solicited.

ALBEDYLL & MARX.

ALBEDYLL & MARX.

No. 510 RACE Street. N E W YORK DYEING AND PRINTING ESTABLISHMENT, Staten Island, No. 40 N. EIGHTH Street. This Company, so long and favorably known in New York for the past forty-six vears, have opened an office as above. Ladies' and gentlemen's samments and wearing apparel of every kind Dyed and Cleaned in the most perfect manner. Stains and spots removed from garment without being ripped. Microbants having goods of undesirable colors can have them redyed in superior style. 129 mw/sm

# MARRIAGE GUIDE, BY DR WILLIAM YOUNG.

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Let no young man enter the obligations of married life without reading every page or DR. YOUNG'S MARRIAGE GUIDE; or, Every One His Own Doctor. It ducloses that that every one should be acquamted with.
It contains one hundred engravings explaining the anatomy of the human system, both made and female, with useful information that every one should know.

Price, 30 cents, Sold at

17 the No. 416 SPRUCE Street, above Fourth.

HALLENGE LIGHT!

Paragon Oil and Safety Lamps. BRIGHT LIGHT-THREE HOURS-ONE CENT No chimney! No smoke! No grease. Sold by Inventors,

KELLY & NEEL,

No. 911 MARKET Street. AGENTS WANTED. Also, Dealers in Scaps and Coal Oil. Machinery Oils warranted not to gum or chill, 81'25 per gallon. 315

BRIDESBURG MACHINE WORKS,
No. 65 N. FRONT STREET,
We are prepared to all orders to any extent for our well anown
MACHINERY FOR COTTON AND WOOLLEN MILLS,
ncluding all recent improvements in Caroling. Spinning,
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We invite the sttention of manufacturers to our extensive works.

ALFRED JENES & SON.

FOR SALE-STATE AND COUNTY RIGHTS of Capewell & Co's Patent Wind Guard and Air Heater for Coal Oil Lamps: it prevents the Chimneys from breaking. This we will warrant Also saves one third the oil. Call and see them they cest but ten cents. No. 262 RACE Street. Philadelphia. Sample sent to any part of the United States on receipt of 25 cents. 310

# RAILROAD LINES.

ORANGE AND ALEXANDRIA RAHLROAD.—
On and aner MONDAY, February 12 two daily trains will run between Washington and L nethburg, connecting at Gordonsvi le with Virginia Ceutral Railroad trains to and from Richmond, as follows:—
MAIL TRAIN.

Leave Washington daily (Sunday excepted), at 6'45 A. M., and arrive at Lynchburg at 5'46 F. M.

Leave Lynchburg at 7 A. M. and arrive at Washington at 5'26 F. M.

Leave Washington daily (Including Sunday) at 6'05 F. M.

M. and arrive at Lynchburg at 6'00 A. M.

Leave Lynchburg at 6'00 F. M. and arrive at Washington at 6'16 A. M.

Both trains making close connections at Lynchburg for all points South and Southwest, and at Washington for North and Northwest
First-class sleeping cars will be attached to the night trains.

The road is attractive, not only for its comfortable

trains.

The road is attractive, not only for its comfortable accommodations, but for the fact that it passes the now historic localities of Fairiax, Buil Run, Manassas, Bristoe, Cariett's, Rappahannock, Culpeper, Grange, and Gordonsville, places of imperishable interest in the Gordonsville, places of imperishable
popular mind
Through tickets to all points Fouth and Southwest
Through tickets to all points Fouth and Southwest
may be had in Boston, New York, Fhiladelohis, and
lialtmore, and at the offices of the road in Washington
lialtmore, and at the offices of the road in Washington
Alexandria

General Supe Intendent.

RAILROAD LINES. READING RAIL BOAD.

FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA. THE SCHUTLKILL.

SURQUEHANNA. CUMBRELAND.

AND WYOMING VALLEYS.

AND NORTE, NORTHWEST, AND THE CAMADAS.

WINTER A) RAN GEMENT OF PASSENGER TRAINS.

Leaving the Company's Depot, at THIRTEENIM and ALLOWHILL Streets, Philadelphia, at the following hours.

MORNING MAIL.

and ALLOW HILL Streets, Philadelphia, at the following hours.—

MORNING MAIL.

At 8:00 A. M. for Reading, Lebanon, Harisburg, Pottsville, Pinegrove, Tamaqua, Sunbmy, Williamsport, Einita, Rochester, Niegara Falls, Buraic Allentown, Wilkeabarre, Pittston, Tork, Carlisle, Chambersburg, Hagerstown, etc. etc.

This train connects at READING with the East Pensylvania Railroad trains for Allentown, etc.; and with the Lebanon Valley train for Harrisburg, etc.; PORT CLINTON with Catawinsa Haliroad trains Williamsport, Lock Baven, Elmba, etc., at HAB RISBURG With Forthern Central, Cumberland Valley and Schuyikii and Susquehanna trains for Northumberland, Williamsport, Tork, Chambersburg, Phisgrove, etc.

umberland, Williamsport, York, Chambersburg, Phiegrove, etc.

Leaves Philadelphia at 3'30 P. M., for Reading, Pottsville, Harrisburg, etc., connecting with Reading and Columbia Rallread train for Columbia, etc., and with Catawissa Hallread train for Milton, Williamsport, Elmira, Bufialo, etc.

READING ACCOMMODATION.

Leaves Reading at 6'30 A. M., atophix at all way stations, arrives in Philadelphia at 2'35 A. M., Bu urning, leaves Philadelphia at 4'30 P. M., arrives in Reading at 7'30 P. M., A.M., arrives in Philadelphia at 4'30 P. M., arrives in Reading at 7'30 P. M., M., arrives in Philadelphia at 1'30 P. M., and Pottsville at 8'30 A. M., arriving in Philadelphia at 1'30 P. M., and Pottsville at 2',5 P. M., arriving at Philadelphia at 7'00 P. M.

Harrisburg Accommodation leaves Reading at 7'35 A. M., and Harrisburg at 9'00 P. M., and Fottsville at 2',5 P. M., and Pottsville at 2',5 P. M., arriving at Philadelphia at 1'25 P. M., and Pottsville at 2',5 P. M., and Sownington at 1'30 P. P. C. Philadelphia at 1'30 A. M., and Downington at 1'30 P. P. C. Philadelphia and all way stations leaves Heading at 11'30 A. M., and Downington at 1'30 P. M., CHESTER VALLEY RAILHOAD,

Passengers for Downingtown and intermediate poin take the 8'00 A. M., and 4'30 P. M., trains from Philadelphia at 3'30 P. M., M., and 1'30 P. M., trains from Philadelphia at 3'30 P. M., and All the above trains run daily, Sunday, excepted.

Passengers for Downingtown and intermediate point take the 8-00 A. M. and 4-30 P. M. trains from Philadelphia, returning from Downington at 7-08 A. M. and 2-20 Noon.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

Leaves New York at 9-00 A. M. and 8-00 P. M., passing Reading at 10 A. M., and 1-38 P. M., connecting at Harristory with Pennsylvania and Northern Central Relivence Fxpress Trains for Pittsburg, Chicago, Withensport, Eimirs, Baltimore, etc. Railroad Fapress Trains for Pittsburg, Chicago, Wisliemsport, Einira, Baltimore, etc.

He urning, Express Train leaves Harrisburg on arrival
of Peonsylvania Express from Pittsburg, at 3 and 908

A. M., passing Reading at 449 and 1032 A. M., arriving
at New Tork at 10 A. M. and 245 F. M. Sleeping Casecompanying these trains throng retween Jaray City
and Pittsburg, without charge

Mail Train for New York leaves Harrisburg at 148
P. M. Mail Train tor Harrisburg leaves New York at 12

Noon.

P. M. Mail Train for Harrisburg leaves New York at 12 Noon.

SUBUYLKILL VALLEY RAILROAD.

Trains leave Pottsville at 845 and 1100 A. M., and 7:1 F. M., it turning from Tamaqua at 7:35 A. M. and 1:40 and 1:5 P. M.

SCHULLKILL AND SUSQUEHANNA RAILBOAD.

Trains leave Auburn at 7:25 A. M. for Pinegrove and Harrisburg, and at 1:26 P. M. for Pinegrove and Tremont; returning from Berrisburg at 4:40 P. M., and from Tremont at 7:00 A. M. and 6:40 P. M.

Tickkins.

Through first class tickets and emigrant tickets to all the principal 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.

COMMUTATION TICKETS.

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

MILEAGE TICKETS.

Good for 2000 miles, between all points, at \$52.00 each for families and firms.

SEASON TICKETS.

For three six, nine of twelve months, for holds For three, six, nine or twelve monly, to all points et recuced rates (LEEGYMEN Residing on the line of the road will be furnished with cards, entiting themselves and wives to tickets at half-

EXCURSION TICKETS,

From, Phi adeiphia to principal stations, good for Saturdais Sunday and Monday at reduced fare, to be had only at the licket Office at Thirteenth and Callow-hill streets. FREIGHT.

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

FREIGHT TRAINS.

Leave Philadelphia daily at 5:20 A. M., 12:45 noon. and e:60 1 M. for Reading, Lebanon. Harrisonrg, Pottsville, Por' Clinton, and all points bevond.

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 on by at 2:15 P. M.

Amboy and Philadelphia and Trenton Railroad Company's lines FROM PHILADELPHIA TO NEW YORK and way places, from Wainut street whari, will leave as follows viz. :-At 6 A. M., v:a Camden [and Amboy Accommoda-

At 6 A. M., via Camden and Jersey City Express. 3-06
At 8 A. M., via Camden and Jersey City Express. 3-06
At 8 A. M., via Camden and Jersey City Express. 3-06
At 8 P. M. via Camden and Ambov Express. 2-25
At 12 M. (noon) and 8 P. M. via Camden and Ambov Accommodation (Freight and Passenger). 2-25
At 6 and 11-30 P. M. via Camden and Ambov, Accommodation (Freight and Passenger), 1st class ticket. 2-26
At 6 and 10 A. M. 2 and 5 P. M. for Monnt Holiv, and 2 P. M. for Freehold.
At 6 and 10 A. M. 2 and 5 P. M. for Monnt Holiv, and 2 P. M. for Freehold.
At 6 and 10 A. M., 12 M., 3-30, 5.6 and 11-30 P. M., for Palmyra, Riverton, Delanco, Beverly, Edgewater, Burnington, Florence, Bordentown etc. The R. M. and 5 P. M. lines run direct through to Trenton.
LINES FROM KENSINGTON DEPOT WILL LEAVE
At 11-15 A. M., 4-30 and 6-65 P. M., via Kensington and Jersey City Express. 3-306

Express.
The 6.45 P. M. Line will run daily. All others Sundays

The 6-45 P. M. Line will run daily. All others Sundays excepted.
At 7-30 and 11-15 A. M., 3, 3-30, 4-20, 5 and 6-45 P. M., and 12 Midnight, for Bristel. Trenton, etc.
At 7-A. M., 10-50, 3, 5 and 6-P. M. for Cornwella, Torrisdale, Ho mesburg. Tacony. Wissinoming. Bridesburg and Frankford, and at 8 P. M. for Holmesburg and intermediate stations.

In ELVIDERE DELAWARE RAILROAD, For the Delaware River Valley, Northern Pennsylvania and New York Stare, and the Great Lakes.
Two through trains daily (Sundays excepted) from Kensington Depot as follows:—At 7-30 A. M. and 3-50 P. M.
Lines From New York For Philadelliphia, Will leave from foot of Cordand street.

At 12-34, and 4 F. M., via Jersey City and Camden. Will leave from foot of Cortland street At 12 2d. and 4 P. M., via Jersey City and Camden. At 7 and 10 A. M., 6 P. M. and 12 Night, via Jersey City

and Kensington.

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

At 12 M. 3 and 6 P. M. (Freight and Passenger), via Amboy and Camden.

March 12, 1866. WILLIAM H. GATZMER, Agent.

Morch 12. 1866. WILLIAM H. GATZMER, Agent.

WEST JERSEY RALLROAD LINES.—
From toot of MARKET Street (Upper Ferry).
Daily, except Sundays

FALL AND WINTER APRANGEMENT.
Commencing WEDNESDAY. November 15. 1865.
For Bridgeton, Salem. and all Stations on West Jersey and Salem Bailroads, at 9 A. M. and 330 P. M.
For Milville and all intermediate Stations, at 9 A. M., to Milville, connecting with Freight Train Passenger Car attached for Cape May, due 345 P. M., and 3 P. M., through Passenger oue 8 P. M.
For Ginssboro and intermediate Stations, at 9 A. M., and 33 P. M.
For Woodbury, Gloucester, etc. at 9 A. M., 3, 3 50 and 5 30 P. M.
Freight will be received at second covered wharf below Walnut street, from 1 A. M. until 5 P. M.
Freight received before 9 A. M. will go forward same day.
Freight delivery, No. 228 S. Delaware avenue.

day.

Freight delivery, No. 228 S. Delaware avenue.

J VAN HENSSELAER, Superintendent.

THE WEST JERSEY EXPRESS 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 intrusted to them. A Special Messenger accompanies each through train.
Office No. 5 Wainut street 9 16 fm

1866 -PHILADELPHIA AND ERIE RAILern and Northwest tounties of Pennsylvania to the
City of Frie on Lake Erie. It has been leased and is
operated by the Pennsylvania Railroad Company.
TIME OF PARSE NI-ERTRAINS AT PHILADELPHIA.
Arrive Eastward-Erie Mail Train, 7 A. M.; Erie Express Train, 1 P. M.
Leave Westward-Erie Mail, 9 P. M.; Eric Express
Train 12 M.
Passenger cars run through on the Eric Mail and Express trains both ways between Philade phia and Eric. Passenger cars run through on the tree and and expenses trains both ways between Philade phis and Erie.

NEW YORK CONNECTION.

Leave New York at 9 4. M. arrive at Frie 915 A. M. Leave Frie at 155 P. M. farrive at New York 3 40 P. M. Elegant Sleeping Cars on all the night trains. Elegant Sleeping Cars on all the night trains.
For intormation respecting passenger Ausmess, apply at corner THIRTIETH and MARKET Streets Phila.
And for freight business, of the Company's Agents, S.
Kingston, Jr., corner Thirteenth and Market streets.
Philadelphiat J. W. Reynolds, Frie; William Brown,
Agent N. C. B. Raitimore.
H. P. HOUSTON, General Freight Agent, Phila.
H. W. GWINNER General Ticket Agent, Phila.
A. L. TYLFE, General Sup't, Williamsport.

REVENUE STAMPS, REVENUE STAMPS Of all descriptions, Or all descriptions,

Always on hand,
Always on hand One deer below Seventh street, One deer below Seventh street. The most liberal discount allowed. 25

THE STAMP AGENCY, NO. 304 CHESNUT AS HERETOFORE.
STAMPS OF EVE Y DESCRIPTION CONSTANTIA ON HAND, AN ANY AND LITE

RAILROAD LINES.

PHILADELPHIA, WILMINGTON, AND
BALTIMORE BAILBOAD.
TIME TABLE.
Commencing MONDAY, March 26, 1898, Trains will
leave Depot corner or BROAD Street and WASH.
IN GTON Avenue as follows:
Express Tram at \$15 A. M. (Mondays excepted), tog
Baltimore and Washington, stopping at Thesiar, Wilmington, Perryville, Havre de Grace, Aberdeen, Perryman's Mapnone, Chase's and Stemmer's Rup.
Delaware Relivoed Train at \$15 A. M. (Sundays excepted) for Princess Anne, Milford, and Infermediate
staticus. way Mail Train at 9 15 A. M. (Sundays excepted), (or Ball imore, stopping at Chester, Transow, Linwood), (1s) mont and all legular stations between Wilmington and Baltimore. and Baltimore.

I spress Train at 11 45 A. M. (Sundays excepted) for Baltimore and Washington.

Express Train at 2 45 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Claymont. Wilminston, Newark. Elkton, Northeast, Perry. vil e havre-de-Grace. Aberdeen, Perry man's, Magnolia. Chase's and Stemmer's Bun.

Night Express at 11 00 P. M. for Baltimore and Washington. Passengers by Boat from Baltimore for Fortress Mon-roe. Norsolk, City Point, and Richmond, will take the II 45 A. M. train, WILMINGTON ACCOMMODATION TRAINS, Stopping at all stations between Philadelphia and Wilmington:—Leave I hilsdelphia at 815, 11-15 A. M., 3-30, 5-30, and 11-30 P. M. The 3-30 P. M. Train connects with Delaware Railroad for Harrington and intermediate stations Leave Wilmington 700, 815, and 9:30 A. M., 3:00 and

Leave Wilmington 7 (0, 8 15, and 9 30 A. M., 3 09 and 5 00 P. M.

Trains for New Castle leave Philadelphis at 8 15 A. M., 3 30 grd 5 30 P. M.

TIBOUGH TRAINS FROM BALTIMORE
Leave Wilmington at 12 M., 4 30, and 10 P. M.

CHESTER FOR PHILADELPHIA.

Leave Chester at 8 1, 8 58, and 10 14 A. M., 13 37, 3 43, 5 01 5 44, and 10 35 P. M.

FROM BALTIMORE TO PHILADELPHIA.

1 eave Baltimore 8 30 A. M. Way Mail; 9 20 A. M.

Express; 1 10 P. M., Express; 6 25 P. M., Express; 8 2 P. M., Express

TRAINS FOR BALTIMORE
Leave Chester at 4 40 and 9 32 A. M., and 3 23 P. M., Leave Wilmington at 5 23 and 10 33 A. M., and 4 P. M.

Express Train at 4 15 A. M. for Baltimore and Washington, stopping at Chester, Wilmington, Perryvillo, Havre-de-Grace. Aberdeen, Perryman's, Magnolin, Chase's and Stemmer's Run.

Night Express 11 00 P. M., for Baltimore and Washington. Accommodation Train at 11.30 P. M. for Wilmington

Accommodation Train at 11:30 P. M. for Wilmington and intermediate stations.

BALTIMORE FOR PHILADELPHIA.

Leave Batimore at 8:25 P. M., istopping at Havre-degrace, Perryvile and Wilmington. Also stops at Elkton and Newark (to take massengers for Philadelphia, and leave gassensers from Washington or Fatimore), and Chester to leave passengers from Batimore or Washington.

A special train will leave Wilmington for Philadelphia and intermediate Stations at 5:30 P. M.

Freight Trains, with Passenger Car attached, will leave Wilmington for Perryville and intermediate stations at 6:30 P. M.

Leave Baltimore for Havre-de-Gracq and intermediate Stations at 4:45 P. M.

3:12 PENNSYLVANIA CENTRAL BAILBOAD.

PENNSYLVANIA CENTRAL RAILROAD,

\*\*SPRING ARRANGEMENT.

The Trains of the Pennsylvania Central Railread leave the Depot, at Thirty-first and Market streets, which is reached by the cars of the Market Street Passenger Railway, running to and from the Depot. The last car leaves Front street about 30 minutes prior to the departure of each Train.

On Sundays—Cars leave Eleventh and Market streets 45 minutes before the departure of the Lyening Trains. Mann's Baggage Express will ca'l for and deliver Baggage at the Depot. Orders left at the Office, No. 631 Chesnut street, will receive attention TRAINS LEAVE DEPOT. VIZ.:—

Monday,
All other Trains daily, except Sunday.
All other Trains daily, except Sunday.
The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owners, unless taken by special contract. will be at the risk of the owners, unless taken by special contract.

TICKET OFFICES

Have been opened at No. 621 Chesnut street, Continental Hotel, and Girard House, where Tickets may be procured to all imperiant points in Pennsylvania, as well as the West. Northwest and Southwest; and Juli particulars given as to time and connections by JOHN C. ALLI.N. Ticket Agent.

The Ticket Office at West Philadelphis will be continued as hergiofore, where all information respecting routes, as well as Tickets, can be had on application to THOMAS H. PARKE.

Ticket Agent at the Depot.

An Emigrant Train runs daily (except Sunday). For full particulars as to lare and accommodations, apply to FRANCIS FUNK.

3 12

No. 137 DOCK Street.

No. 137 DOCK Street.

NORTH PENNSYLVANIA RAILROAD. Depot, THIRD Street, above Thompson.

For BETHLEHEM, DOYLESTOWN, MAUGE
CHUNK, EASTON, WILLIAMSPORT, and WILKES
BARRE. At 730 A. M. (Express), for Bethlebem, Allentown, Mauch Churk, Hazleton, Williamsport, and Wilkes-

Mauch Churk, Hazieton, Williamsport, and Wilkesbarre.
At 330 P. M. (Express), for Bethlehem, Easton, etc., reaching Easton at 6:45 P. M.,
At 515 P. M., for Bethlehem, Allentown, Manch Chunk, Danville and Williamsport,
For Doylestown at 8:35 A. M., 2:30 and 4:15 P. M.,
For Lansdale at 6:15 P. M.,
White care of the Second and Third Streets Line City
Passenger Cars run direct to the depot.
TRAINS FOR PHILADELPHIA.
Leave Bethlehem at 6:25 A. M., and 10:02 A. M., and
8:15 P. M.,
Leave Doylestown at 6:30 A. M., 3:15 and 6:30 P. M.,
Leave Lansdale at 6:10 A. M.,
Leave Lansdale at 6:10 A. M., and 2:15 P. M.,
ON SUNDAYS.
Philadelphia for Bethlehem at 9 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 procured at the ticket offices,
THIRD Street. or BERKS Street.

2.5

ELLIS CLARK, Agent

RELIGHT LINES FOR NEW YORK AND

All the Stations on the Camden and amboy and
connecting Religionals. Increased despatch.

HE CAMDEN AND AMBOY RAILROAD AND
TRANSPORTATION COMPANY FREIGHT LINES
for New York will leave Walnut Street Wharf at 5
o'c.ock F. M., daily (Sundays excepted).

Freight must be delivered before 5% P. M., to be forwarded the same day. Returning, the above lines will
leave New York at E noon, and 4 and 8 P. M.

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

The Helviders Delaware Railroad connects at Phillipsborg with the Lehigh Valley Railroad, and at Manunkachunk with all points on it e Delaware, Lackswanna,
and Western Railroad, forwarding to Syracuse, Buffalo,
and other points in Western New York.

The New Jersey Centra, Bailroad, and at Newark with
the New Jersey Centra, Bailroad, and at Newark with
the Morris and Essex Railroad

A slip memorandum, specifying the marks and numhers, shippers and consignees, must, in every instances
be sent with cach 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 Fortleth 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
MLTPR FREEMAN, Frieght Agent.

DHILADELPHIA, GERMANTOWN, AND

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

Do and alter WEDNESDAY, November 1st, 1865, until Purcher Notice.

FOR GERMANTOWN.

Leave Philadelphia 6, 7, 8, 9, 10, 11, 12 A. M., 1, 2, 3 10, 354, 4, 5, 58, 6, 7, 8, 9, 10, 11, 12 P. M.

Leave Germantown 6, 7, 74, 5, 8, 20, 9, 10, 11, 12 A. M., 1, 2, 3 4, 48, 6, 65, 7, 8, 9, 10, 11 P. M.

Leave Germantown Branch.

The 8 20 down train, and 5% and 5% up trains will not step on the Germantown Branch.

Leave Philadelphia 9 19 A. M., 2, 7, 10% P.M.

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

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

Leave Chesnut Hill 7-10 minutes, 8, 940, 11 40 A. M., 260, 340, 540, 640, 640, 640, and 10 400 minutes P. M.

Leave Philadelphia 9, 10 minutes A. M., 2 and 7 P. M., Leave Chesnut Hill 7-40 minutes A. M., 2 and 7 P. M., Leave Chesnut Hill 7-40 minutes A. M., 2 and 7 P. M., Leave Chesnut Hill 7-40 minutes A. M., 12 40, 5-40, and 9-25 minutes P. M.

Leave Philadelphia 6, 855 minutes, 11-95 A. M., 18, 2, 44, 5%, 6%, 8 60 minutes, and 11% P. M.

Leave Norristown 5%, 7, 7-50, 9, 11 A. M., 18, 4%, 6, and 8 P. M.

The 5% P. M., Italin will stop at School Lane Wissandelphia Manayunk, Spring Mill, and Commbobacken and supplied on Mills and Commbobacken and supplied on Mills and Commbobacken and suppl

8P M.
The 5N P. M. train will stop at School Lane Wissahickon, Manayunk, Spring Mill, and Conshohouken only,
ON SUNDAYS.
Leave Philadelphia 9 A. M., 2%, and 7 P. M.,
Leave Norristown 7 A. M., and 5 P. M.
Leave Philadelphia 6. 8:36 minutes, 41:65 A. M., 1%,
1% 5N, 5%, 8%, and 11% P. M.
Leave Manayunk 6%, 78, 8:20, 98, 11%, A. M., 2, 5,
N P. M.
ON SUNDAYS.

Leave Philadelphia 9 A. M., 28, and 7 P. M.
Leave Manayunk 78 A. M., 58, and 8 P. M.
W. S. WILSON, General Superintendence,
Depot SINTH and OREEK Stream