I AM THE FAMILY CAT.

can fold up my claws in my soft velvet paws, And purr in the sun, Till the short day is done-For I am the family cat, I can doze by the hour In the vine-covered bower, Winking and blinking Through sunshine and shower— For I am the family cat.

From the gooseberry bush, Or where bright currants blush, I may suddenly spring For a bird on the wing Or dart up a tree,
If a brown nest I see,
And select a choice morsel

For dinner or tea, And no one to blame me, Berate me or shame me For I am the family cat.

In the cold winter night, When the ground is all white, And the leicles shine In a long silver line, I stay not to shiver, In the moonbeams' pale quiver, But carl up in the house And play Jacky Horner In the coziest corner, Breaking nobody's laws,

With my chin on my paws, Asleep with one eye, and awake with the other, For pats from the children, kind words from the mother,— For I am the family cat.

INTERESTING ITEMS.

NAVIGATION IN THE EAST,-The Penobscot river is now clear of ice. A SUNNY ITEM. -In San Mateo, California, peach and apricot trees are blossoming. COTTON MILLS IN NEW ENGLAND. Four enormous cotton factories are going up at Fall

River, Mass. MANUPACTURES IN THE WEST. - A new and large

woollen factory has just been built in Thorn-town, Boone county, Indiana. PLEASANT FOR THE RECIPIENT.—A servant girl at Halliax, N. S., has recently fallen heir to a

fortune of thirty thousand pounds sterling. FRESHET IN MAINE,-The Bangor Whig says that the east-rn part of Maine has been visited by a treshet greater than has been known for

A CHARITABLE LOAN IN GEORGIA .- The Governor of Georgia has published an appeal to Georgia capitalists for a loan to the State to supply food for its suffering poor.

CREVASSE IN THE MISSISSIPPI .- A dangerous crevasse has appeared in the Mississippi river, five miles below New Orleans, on the opposite bank. Twenty feet of the bank has gone out, and the gap is increasing,

QUICK RUNNING .- Mr. Edmund Sewell, a wellknown pedestrian of Quebec, recently ran from St. John's Gase to the church at Indian Lorette and back, a distance of nineteen miles and a half, in less than three hours.

A DUEL IN THE SOUTH .- The New York ?r? bune has a story of a duel, said to have been fought near Vicksburg on the 21th ult., in which a Vermont major named Tomlins was killed by an ex-Rebel colonel named McIver. The weapons used were swords.

THE SOUTHERN METHODISTS .- The Methodist Conference met in New Orleans on Wednesday, Bishop Andrews presiding, Bishop Early assisting, and Dr. Summers secretary. One hundred delegates were present, and another hundred are coming. A letter from Bishop Soule advises that the name Southern be retained. This is the first conference held in New Orleans for eight years.

A New Opera House for Cincinnati.—The new opera house in Cincinnati will be on an entirely new and original plan. There will be no stairs to ascend in reaching the auditorium, for the stage, parquette, and dress circle will be on the ground floor, with such facilities for egress that as large an audience as ever was congregated within a place of public resort in that city, may, in case of need, be clear of the house in three minutes.

A SINGULAR SUICIDE. - Recently two daughters of a man named Wood, living at Neshone Wisconsin, attended the revival meetings of the village. They were both converted; but on the day appointed for the baptism the father opposed the ceremony, on the ground of the weather being too cold, threatening at the some time that if they persisted he would hang himself. They were, nevertheless, baptized, and on re-turning home they found that the threat had been fulfilled.

COLT'S NEW PISTOL FACTORY AT HABIFORD.— The Hartford Times says the expense of driving the piles for the foundation of the new Colt's Pistol Factory (on the site of the burnt edifice) will, with the cost of the timber for piling, exceed \$60,000. The new edifice is to have a front of five hundred feet, all of beautiful "pressed brick," with stone caps and facings; and the total cost of the new building must be about a quarter of a million. It will be the most complete establishment of the kind in the world; and it will contain an immense and very per-fect system of varied and most ingenious ma-

THE IMPENDING GERMAN CONFLICT.—A German caricaturist has well hit off the probable cause and inevitable effect of the deep quarrel which has arisen between Austria and Prussia in regard to the appropriation of the duchies wrested from unfortunate Denmark. The scene represents a Roman circus. Napoleon III occupies the im-perial seat, while a Prussian and an Austrian soldier, in gladiatorial costume, are entering the arens, and saluting him with the ancient formula:—"Ave, Casar Imperator, morituri te satu-tant!" "Hail, Casar, Emperor! We, who are about to die, salute you!" They fight, and de-stroy one another for the Emperor's pleasure.

stroy one another for the Emperor's pleasure.

Negroes Voting in Wisconsin at Last.—At the Charter election at Milwaukee on Tuesday, the regular Democratic ticket, with one or two exceptions, was elected. J. J. Talmadge, who is considered a Johnson Republican, was reelected. There was no Republican ticket run. This being the first opportunity given the colored people to vote since the Supreme Court declared them voters, some precaution was taken to prevent any disturbance, but no one seemed disposed to question their right, and their votes were peaceably deposited side by side with the white man's. There was not as many at the polls as there would have been with a Republipolls as there would have been with a Republican ticket.

Canadian Gallantry and Inspiration,—Patriotism naturally inspires poetry, and the elevated sentiments of a grand national struggle spontaneously utter themselves in lofty verse. It is not surprising that our neighbors over the border should feel the kindling impulse. A Canadian paper brings us an ode to "Our Volunteers," the concluding stanza of which we copy, to show how high the enthusiasm rose during

the late peril:— Brave Darlingtonians, should you go Where bloody battles rage, May Heaven guard you while you strive The strugg e to assuage; And strike amongst the Fenian hordes Jill victory does appear. And we'll cry harrah for Canada

And her gallant volunteers. RAPPLING FOR A PEW.—The Pall Mall Gazette says:—"An English provincial journal, a few days since, contained an advertisement of a 'pew' in some local church to be raffled for' by so many members. This is surely a sign of the spread of American ideas, and one more proof of the popularity of transatlantic customs in this country." We do not believe the Pall Mail Gasette ever heard of an instance in this country of 'raffling for a pew" in a church. We have, like other countries, some customs that we are not proud of, but we do not admit this as one of them. We have also many "ideas" of a different sort, which we have no hesitation in recommending to our brethren across the water, as calculated to supersede some usages of theirs quite as undesirable as "raffling for a pew."

ON WHICH OR IS THEY

THE FENIANS.

Meeting of the Senate To-Day. The Senate of the Fenian Brotherhood will meet in this city on Monday next, for the purpose of making the proper arrangements to carry out the plan of the campaign laid out by General Sweeney. It will probably be the last session of this body for some time, previous to hostilities. The last call on the circles has been issued by the Fenian authorities, and President Roberts has pledged his word that the earnest men in his organization shall not be deceived or deluded by false promises.—N. Y. Express of

Doings and Saylugs at the Fenian Head-From the New York Tribune.

The embryo Fenian bud appears to be slowly expanding under the genial influence of these soit April showers and warm sunshine, so that probably the early summer will bring the full bloom and long expected fruit. The Union Square authorities reported invorably yesterda, on their future prospects, itardly even for an instant do they doubt their ability to cope with the force of England, army, navy, police, volunteers and all. The sailing of the expedition, already announced in the Tribune, is confirmed, and they evidence no desire to add or retract the statements a ready published.

tract the statements a ready published.

It is declared, however, that the announcement of Bermuda as the destination is intended as a blind, Scribda as the destination is intended as a blind, which the Canadians appear to thoroughly understand, if an opinion may be formed from the alarm created in that quarter which scores of telegrams and messages to Fenian dignitaries announce to exist there. We have authority for stating that there is no lack of Fenian arms and munitions of war, which have, it is said, been purchased for title or nothing. It is confidently asserted that some of the Enfield rifles and cannon captured on Southern battle-fields during the lack Robellion will find their way back to British territory, while at least one of the

tle-fields during the late Rebellion will find their way back to British territory, while at least one of the fest steamers let loose on American commerce will again be armed to do good service against the flag from beneath whose neutral folds it issued.

The intelligence published recently in reference to Fenian movements drew a large number of persons to the headquarters to satisfy themselves by personal inquiry that the information is founded on fact. Among those who visited Union square vesterday was a poor old man about 65 years of age, with "at ver locks and ta terms step." but whose heart still throbbed ardently for his own loved "Emerald Isle." He rushed up the steps of the mansion, and, as soon as he entered the building, anxiously inquired for Colonel O'Mahony. When asked his business with the Head Centre, he declined to answer, and waited more to an two hours for an audience. Finally, when he was admitted to the audience. Finally, when he was admitted to the presence of the Colonel, in whose breast are hidden all the arcana of Femanism, the old man said, enthustastica ly :-

'Colonel, is it thrue?" "Colonel, is it thrue?"

"What do you mean, my man?"

"Tell me, for God's sake, is it thrue?"

Co-onel O'Mahony—'I do not understand you."

Old Man—"Is it thrue that they have gone to the ould land and that they are going to sive the saxons a bating?" and as he spoke the old man's over kindled and sparkled with all the concentrated hate with which his race regard their 'hereditary fors."

Colonel O'Mahony assured his visitor that an expedition had salled, be could not tell him for what point, upon which came the rejoinder:—"May the Lord biess you, Colonel, and God sind the boys luck, and God be good to ther sowis dead or alive" and after giving expression to this questionable benison the old man left to communicate doubtless to a large circle of inquiring friends the intelligence which appeared to give him such hearty satisfac-tion. It is no uncommon thing for the Bond Agent, Mr. Collins to receive the price of a bond by in-stalments, from 25 cents at a time to S1. There has been a reaction in Fenian affairs for the last

few days.
Many of the persons who joined the Brotherhood some weeks ago and subscribed money, in the bestefficied that hostilities would be immediately commenced, but who subsequently iell away and lost courage at not recing the immediate realization of their hopes, have again come forward with renewed carnestness, ardor, and enthusiasm. Preparations are being made for the reception of Mr. Stephens, whose arrival has been already officially announced, and probably the excitement in Fenian circles will reach its acme when the President of the Irish Republic stands a freeman beneath the standard of the breat Republic.

-A poetical young person or one of our wharves remarked to a porter the other day that he thought the warm weather was the harbinger of spring. The illiterate porter replied that he didn't know anything about the harbinger, but the wharfinger has just gone home to dinner, "because he see him."

-Colonel A. H. Markland has been appointed special mail agent for the Post Office Department for the district comprising the Pacific coast.

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and Pottsville at 8-20 A. M., arriving in Philadelphia at
1-20 F. M. Aiterneon italus leave Risrisburg at 1-45
P. M. and Pottsville at 2-45 F. M., arriving at Philadelphia at 7-65 F. M.

Harrisburg Accommodation leaves Reading at 7-35 A.

M. and Harrisburg at 9-60 F. M.

Market tran with a Passe, ger car attached leaves
Philadelphia at 12-45, noon for Reading and all way stations leaves Reading at 11-35 A. M., and Downington at
12-30 F. M. Philadelphia and all way stations.

All the above trains run daily sundays excepted.

Sunday trains leave Pottsville at 8-30 A. M., and Philadelphia at 3-15 F. M.

CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate poin
take the 8-50 A. M. and 4-30 F. M. trains from Philadelphia, returning from Downington at 7-65 A. M. and
2-30 Noon.

KEW YORK EXPRESS FOR PITTRBURG AND TEB

Leaves New York at 9-30 A. M. and 8-00 P. M., passing
leading at 10 A. M., and 4-30 F. M. connecting at
Harrisburg with I emerylvania and Northern Central
Railona I apress Trains for Patisburg, Chicage, Wiliamsport, Kimira, Baltimore, etc.

Etcuring, Express Trains for Pittsburg, Chicage, Wiliamsport, Kimira, Baltimore, etc.

Etcuring, Express Trains for Pittsburg, at 3 and 9-01
A. M., passing Beadine at 4-49 and 10-52 A. M., arriving
at New York at 10 A. M. and 2-45 F. M. Siceping Ca
accompaning these trains throug retween Jersey City
and Pittsburg, without charge

Mail Train for New Y

Noon.

SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsylide at 6-45 and 11-90 A. M., and 7-1 P. M., returning from Tamaqua at 7-35 A. M. and 1-40 and 11-9 F. M., returning from Tamaqua at 7-35 A. M. and 1-40 and 15 F. M.,

SCHUYLKILL AND SUSQUEHANNA RAILROAD.

Trains leave Auburn at 7-35 A. M. for Pinegrove and Harrisburg, and at 1-50 P. M., for Pinegrove and Trains leave Auburn at 7-36 A. M. for Pinegrove and Trains leave Auburn at 7-36 A. M. and from Trains leave Auburn at 1-50 P. M., for Pinegrove and Trains leave Auburn at 1-50 P. M., and from Trains at 1-50 P. M., and from Trai

Reading.

COMMUTATION TICKETS.

At 25 per cent discount, between any points desired for amilies and fires

MILEAGE TICKETS.

Goed for 2000 miles, between all points, at \$52'50 each for families and firms

SEASON TICKETS.

For three fix nine of twelve months, for holds only, to all points at reduced rates

CLERGYMEN

Residing on the line of the road will be furnished with cards, entitling themselves and wives to tickeds at hall-ing.

EXCURSION TICKETS.

From Phendelphia to principal stations, good for Saturday, Sunday and Monday, at reduced fare, to be had only at the Ticket Office at Thirteenth and Callow-hill streets. Goods of all descriptions forwarded to all the above points from the Company's New Freight Depot, Broad and Willow streets

EREIGHT TUAINS,
Leave Philadelphia daily at 530 A. M., 1245 noon, and 646 1 M. for Reading, Lebanon, Harrisourg, Pottsville, Port Clinton, and all points beyond.

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 215 P. M.

Amboy and Philadelphia and Trenton Railroad Company's lines
FROM PHILADELPHIA TO NEW YORK
and way piaces, from Walnut street whari, will leave as follows, viz.;—
At 6 A. M., via Camden and Amboy Accommodation.

ommodation (Freight and Fassenger), lat class clicket.

2d class Ticket.

2d class Ticket.

2d class Ticket.

150
At 6 and 10 A. M., 2 and 5 P. M., for Mount Holly, Ewansville, Pemberton, and Vincentown; at 8 A. M., 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, Hiverton, Delanco, Ecverly, Edgewater Burnington, Florence, Bordentown etc., The lb A. M. and 5 P. M. lines run direct through to Trenton.

LINES FROM KENSINGTON DEPOT WILL LEAVE ALI 115 A. M., 430 and 5 45 P. M., via Kensington and Jersey City Express.

At 12 P. M. (Night) via Kensington and Jersey City Express.

All others Sundays

Express 2.28 The 645 P. M. Line will run daily. All others Sundays The 6-45 P. M. Line will run daily. All others Sundays excepted.
At 7-50 and 11-15 A. M., 3, 3-20 4-20, 5 and 6-45 P. M., and 12 Midnight, for Bristol Trenton etc.
At 7-A. M., 10-59, 3, 5, and 6-P. M., for Cornwells, Torrisdale, Holmesburg, Tacony Wissinoming, Bridesburg and Frankord, 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 Rensington Depot as follows:
At 7-30 A. M. and 3-36 P. M.
LINES FROM NEW YOLK FOR PHILADELPHIA,
Millewe from foct of Cortland street
At 12 M. and 4 P. M., via Jersey City and Camden.
At 7-and 10 A. M., 6P. M. and 12 Night, via Jersey City and Kensington.

At 7 and 10 A. M., 6 P. M. and 12 Elsen, via and Kensington. From Pier No. 1 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.

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

WEST JERSEY RA! LROAD LINES.—
From foot of MARKET street (Upper Ferry).

Dally, except Sundays.
FALL AND WINTER ARRANGEMENT.
Commening WEDNESDAY November 15, 1888.
For Bridgeton, Salem, and all Stations on West Jersey and Salem Baliroads, at 9 A. M. and 3 50 P. M.
For Milville and all intermediate Stations, at 9 A. M. and 3 h. M.
For Cape May and intermediate Stations at 9 A. M. te Milville, consecting with Fricht Train Passenger Carattacked for Cape May, due 3 45 P. M., and 3 P. M., through Finsenger one 8 P. M.
For Glassboro and intermediate Stations, at 9 A. M., and 3 30 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 7 A. M. until 5 P. M.
Freight received before 9 A. M. will go forward same day.

Freight received before 9 a. M. will go forward same day.

Freight delivery, No. 228 S. Delaware avenue.

J VAN HENSSI LA ER. 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 mirrusted to them.

A Special Messenger account spice each through train.
Office. No. 5 Wannat street.

9 16 8m

1866. —PHILADELPHIA AND ERIERAIL.

ern and Northwest Counties of Fennsylvania to the
city of Erie, on Lake Erie. It has been reased and is
operated by the Pennsylvania Raliread Company.

TIME OF PASSENGERTRAIS SATPHILADELPHIA.
Arrive Eastward—Erie Mail Train, 7 A. M.; Erie Express Train, 1 P. M.
Leave Westward—Erie Mail. 9 P. M.; Erie Express
Train 12 M.
Passenger cars run through on the Erie Mail and Ex-

Leave Westward-Erie Mail. 9 P. M.; Erie Express
Train 12 M.
Passenger cars run through on the Erie Mail and Express trains both ways between Philade phia and Erie.
NEW YORK CONNLCTION.
Leave New York at 9 A. M. arrive at Erie 9-15 A. M.
Leave Erie 8t 15 P. M. alanive at New York 340 P. M.
Elegant Sleeping Cars on all the night trains.
For information respecting nassenger business, apply
at corner THIRTIE'H and MARK-T Streats Phila.
And for freight business, of the Company a Agents, 8.
B. Kingston. 9r. corner Thirteenth and Market streets.
Philadelphia: J. W. Beynolds, Erie; William Brown,
Agent N. C. B. E., Baltimore.
H. P. HOUSTON, General Preight Agent, Phila.
A. L. TYLER, General Sup't, Williamsport.

3

REVENUE STAMPS, REVENUE STAMPS
Of all descriptions,

Always on hand.
AT FLORENCE SEWING MACHINE CO.'S OFFICE,
AT FLORENCE SEWING MACHINE CO.'S OFFICE,
No. 630 CHESNUT Street.
One door below Seventh street,
One door below Seventh street.
The most liberal discount allowed.
The most liberal discount allowed.
The STAMP ACENCY. THE STAMP AGENCY, NO. 304 CHESNUT STREET, ABOVE THIRD, WILL BE CONTINUES AS HERETOFORE.

STAMPS OF EVE Y DESCRIPTION CONSTANTLY ON HAND, AN ANY AMOU.

PHILADELPHIA, WILMINGTON, AND
BALTIMORE RAILBOAD.

JIME TABLE.

Commencing MONDAY, March 26, 1896, Trains will
leave Depot corner o EROAD street and WASH1N GTOS Avenue as influence.

Express Train at 416 a M. (Mondays excepted), for
Entimore and Washington, stopping at 'hester, Wilmington, Perryville, Havre de-Grace, Aberdeeu, Perryman's Mashou's, Charc's and Nichmer's Run.

Delaware Baffrond Train at 815 A. M. (Sundays excepted) for Princess Anne, Milford, and intermediate
staticas.

Way Mail Train at 915 A. M. (Sundays excepted), for
Ball more, stopping at Chester, Thurlow, Linwood),
Chaymont and all regular stations between Wilmington
and Bailmore

Lapress Train at 1145 A. M. (Sundays excepted) for
Ball more and Washington

Express Train at 245 P. M. (Sundays excepted), for
Ballimore and Washington, stopping at Chester, Claymont, Wilmington, Newark, Ekton, Northeast, Perry,
ville Bayre-de-Grace, Aberdeen, Perry, man's, Magnolia, Charse's and Niemmer's Itan.

Night Express at 1160 P. M. for Baltimore and Washington.

Passengers by Boat from Baltimore for Fortress Mon-Fig. 1. Property of the Property of the State of the Stat Leave Wilmington 700. 815, and 9:30 A. M., 2:00 and

RAILROAD LINES.

Leave Wilmington 7 (0, 8 is, and 9:30 A. M., 3:66 and 5:60 P. M.

Trains for New Castle leave Philadelphis at 8 is A. M., 3:30 ard 5:30 F. M.

Through The Medical Property of the Color of Accommodation Train at 11:30 P. M. for Wilmington Accommodation Train at II 30 F. M. for Willington and intermediate stations.

BALTIMORE FOR PHILADELPHIA.

Leave Battimore at 825 F M. istopping at Havre-degrace. Perryville and Wilmington Also stops at Filton and Newark (to take gaseengers for Pulladephia, and leave gaseengers from Washington or Battimore), and Chester to leave passengers from Baltimore or Washington.

which there to leave be a substitute of the subs PENNSYLVANIA CENTRAL RAILROAD.—

SPRING A BRANGEMENT.

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

On Sundays—Cars leave Eleventh and Market streets 45 minutes before the departure of the Evening Trains.

Thilly except satisfact.

Monday.

All other Trains dally, except Sunday.

The Pennsylvania Baliroad Company will not assume any risk for Bagage except for Wearing Apparel, and limit their responsibility to One Hun red Dollars in value. All Bagage exceeding that amount in value will be at the risk of the owners, unless taken by special contract.

NORTH PENNSYLVANIA RAILROAD.—
Depot, THIRD Street above Thompson.
For BETHLEHEM, DOYLESTOWN, MAUCH CHUNK, EASTON, WILLIAMSPORT, and WILKES BARRE.
At 730 A. M. (Fxpress), for Bethlehem, Allentown, Mauch Chunk, Hazleton, Williamsport, and Wilkesbarre.

Mauch Chunk, Hazleton, Williamsport, and Wilkesbarre,
A: 3:30 P. M. (Express), for Bethlehem, Easton, etc.,
reaching Easton at 6:45 P. M.
At 5:15 P. M., for Bethlehem, Allentown, Mauch
Chunk, 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 H. 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 Bethlehem at 6:25 A. M. and 10:07 A. M., and
8:15 P. M.
Leave Landaic at 6:10 A. M.
Leave Landaic at 6:10 A. M.
Leave Fort Washington at 10:36 A. M., and 2:15 P. M.
Philadelphia for Bethlehem at 3 A. M.
Philadelphia for Doviestown at 3 P. M.
Doviestown for Fhiladelphia at 7:20 A. M.
Bethlehem for Fhiladelphia at 7:20 A. M.

THIRD Street, or BEHKS SUCCL.

ELLIS CLARK, Agent**

REIGHT LINES FOR NEW YORK AND all the Stations on the CAMDEN and AMBOY and connecting Enlipseds. Increased despatch.

THE CAMIEN AND AMBOY RAILROAD AND THANSFORTATION COMPANY FREIGHT LINES for New York will leave WALNUT Street Wharf at 8 o'clock P. M., daily (Kundays exconted).

Freight must be delivered before 4's P. M., to be forwarded the same say. Returning, the shove lines will leave New York at Il noon, and 4 and 8 P. M.

Freight for Trenton, Princeton, Kingston, New Brunswick, and all points on the Camden and Amboy Railroad; and all points on the Camden and Jamesburg, as the Buringston and Mount Holly Railroads, received and forwarded up to 1 P. M.

The Ecividers Delaware Railroad, connects at Philipsburg with the Lehigh Valley Hailroad, and at Manunkachunk with all points on its Delaware, Laokawanna, and Western Railroad, forwarding to Syracuse, Buffalo, and other points in Western New York.

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

A slip memorandum, specifying the marks and numbers, shippers and consignees, must, in every instanced be sent with each load of goods or no recent will be piven. Increased facilities have been made for the transportation of Live Stock. Drovers are invited to it fortieft street near the Drove Yard, or at Fier No. I North river, as the shippers may designase at the time of shipment. For terms, or other information, apply to WALTER FREEMAN, Freight Agent.

PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD.
On and after WEDNESDAY, November 1st, 1868, unsig

NORRISTOWN RAILROAD.
On and after WEDNENDAY, November 1st, 1868, until Euriner Notice.

FOR GERMANTOWN.
Leave Philadelphia 5, 7, 8, 8, 10, 11, 12 A. M., 1, 2, 3 10, 35, 4, 5, 5%, 6, 7, 8, 9, 10, 11, 12 P. M.
Leave Germantown 6, 7, 7%, 8, 8, 20, 3, 10, 11, 12 A. M., 1, 2, 3, 4, 4%, 6, 6%, 7, 8, 9, 10, 11, 12 P. M.
The 8 20 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, 18% P. M.
Leave Germantown 8 A. M., 1, 6, 3% P. M.
Leave Philadelphia 6, 8, 10, 12 A. M., 2, 5, 3% 5%, 7, 9, and II P. M.
Leave Chesnut Hill 7 10 minutes, 8, 940, 11 40 A. M., 40, 3 40, 5 40, 8 40, and 10 40 minutes P. M.
Leave Philadelphia 6, 8, 10, 11 A. M., 2, and 7 P. M.
Leave Philadelphia 9 10 minutes A. M., 2 and 7 P. M.
Leave Philadelphia 5 50 minutes, A. M., 15 6, 540, and 9 20 minutes P. M.

FCR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia 6, 8, 7, 750, 9, 11 A. M., 15, 4%, 6, and 8 P. M.
The 5% P. M. train will stop at School Lane Wissahlkon, Manayunk, Noring Mill, and Lonahohocken only.
Leave Philadelphia 6, 8, 7, 750, 9, 11 A. M., 15, 4%, 6, and 8 P. M.
Leave Philadelphia 6, 8, 7, 8, 80, 91, 114, A. M., 18, 2, 5%, 6%, 8%, 6%, 805, and 118 P. M.
Leave Philadelphia 6, 8, 7, 8, 80, 91, 114, A. M., 18, 5%, 6%, 8%, 606, and 118 P. M.
Leave Philadelphia 6, 8, 7, 8, 80, 91, 114, A. M., 2, 5, 5% P. M.
ON SUNDAYS.
Leave Philadelphia 6, 8, 7, 8, 80, 98, 114, A. M., 2, 5, 5% P. M.
ON SUNDAYS.
Leave Philadelphia 6, 8, 7, 8, 80, 98, 114, A. M., 2, 5, 5% P. M.
ON SUNDAYS.
Leave Philadelphia 6, 8, 7, 8, 80, 98, 114, A. M., 2, 5, 5% P. M.
ON SUNDAYS.
Leave Philadelphia 6, 8, 7, 8, 80, 98, 114, A. M., 2, 5, 5% P. M.
ON SUNDAYS.
Leave Philadelphia 6, 8, 7, 8, 80, 98, 114, A. M., 2, 5, 5% P. M.
ON SUNDAYS.
Leave Philadelphia 9, A. M., 28, and 7 P. M.

% P. M.

ON SUNDAYS.

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

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

W. B. WILSON, General Superintendents,
Depot NINTH and GREEN Stre in

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 procur, d to all important noints in Pennsylvania, as well as the West. Northwest and Southwest; and dil particulars given as to time and connections by JOHN C. ALLEN, Ticket Agent.

The Ticket Office at West Philadelphia will be confinued as heretofore, where all information respecting routes, as well as Tickets, can be had on application to THOMAS H PARKE,

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

No. 137 DOCK Street.