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PAPER HANGINGS

AND

WINDOW SHADES

N. E. CORNER

FOURTH AND MARKET STREETS

PHILADELPHIA.

SPOREN AT SEA. FROM THE LOG BOOK OF THE STEAMSHIP "VIRGINIA. (From the Galaxy.) Twelve hundred mites and more From the stormy English shore, All right, the seventh night, On her course our vessel bore-Her lantern shone ahead, And the green lamp and the red To starboard, and to larboard, Shot their light.

Close on the midnight call What a mist began to rall. And to nide the ocean wide, And to wrap us in a pall! Beneath its folds we past: Hidden were shroud and mast, And faces, in near places Side by side.

Sudden there also fell A summons like a knell: Every ear the words could hear— Whence spoken, who could tell?
"What ship is this? where bound?"
Oh! what a dismal sound! A stranger, and in danger, Sailing near.

The Virginia, on her route From the Mersey, seven days out; Fore and ait, our trusty crait Carries a thousand souls, about." "All these souls may travel still, Westward bound, it so they will: Bodies rather, I would gather !" Loud he laughed.

"Who is't that hails so rude. And for what this idle mood? Words like these, on midnight seas, Bode no triend nor fortune good!" "Care not to know my name, But whence I lastly came, At leisure, for my pleasure, Ask the breeze.

"To the people of your port Bear a message of this sort; Say, I haste unto the West, A sharer of their sport. Let them sweep the houses clean; Their tathers did, I ween, When hearing of my nearing As a guest I

"As by Halifax ye sail And the steamship England hail, Of me, then, bespeak her men; She took my latest mail— Twas somewhere near this spot: Doubtless they've not forgot Remind them (if you find them!) Once again.

'Yet that you all may know Who is't that hatled you so, (Slow he saith, and under breath), I leave my sign below!" Then from our crowded hold A dreadful cry uprolled, Unbroken, and the token-It was Death.

-EDMUND CLARENCE STEDMAN

NOTES ON SCIENCE.

TRICHINOSIS-RESULT OF THE FRENCH INVESTIGA TION AS TO THE EXISTENCE AND PROPAGATION OF THE PORK WORM.

From Galignani's Messenger, April 5. Professor Delpech, of the Paris Faculty of Medicine, and Protessor Reynal, of the Imperial Veterinary School at Alfort, who were charged with a mission to study the above-named disease in Germany, both in human beings and mammals, have presented to the Minister of Agriculture, Commerce, and Public Works a report of the results of their investiga-Berlin, Halle, Dresden, Leipsic, and Mayence.
To render their investigations more complete, they solicited and obtained the co-operation of the most eminent German physicians who had made the disease in question their especial study. The chief practical facts ascertained are as follows:-The epidemic trichinosis lately prevalent in Germany has now almost entirely disappeared. The mortality was everywhere slight, except at Hedersleben. At Zwickau, Seltendorf, and Sommerfeld there were eightyeight patients, not one of whom died. In every case the disease was caused by eating imper feetly cooked pork containing trichines, a case of rather frequent occurrence in Germany. In Hanover, in twenty-one months, out of twenty-five thousand pigs eleven were found full of trichines, sixteen out of fourteen thousand in Brunswick, and four out of seven hundred in Blakenburg. The animals while living show no signs of their presence, nor can they be de-tected in the meat with an ordinary magnifying glass, but a powerful microscope renders them distinctly visible. The utility of a microscopic inspection of pigs' flesh by competent observers is so evident that many of the German Govern-ments have rendered it obligatory, and MM. Delpech and Reynal would not hesitate to recommend it in any country contaminated with trichinosis, but they think it unnecessary in France, where no case of the disease has yet been noticed. In Germany the hospitals receive many patients suffering from this affection. During last year there were thirteen at Magde-burg, of whom only one died. Post mortem examinations have also shown, among persons who died from other diseases, numerous cases of old trichinosis cured by the encystment of the parasites. The proportion of these at Leipsic has been about six per hundred. In places where the complaint prevails the rats which intest slaughter houses are found to have it, as proved by Leisering at Dresden, Adam at Augsburg, and Roll at Vienna.

Since their return MM. Delpech and Reynal have examined many of these animals, as well as pigs, without finding a trace of Consequently there is no reason in France for any person to refrain from eating hog's flesh, pigs, without finding a trace of trichines. especially when so thoroughly cooked as is usual among the French. In Germany, on the contrary, many of the peasantry eat it almost raw or only smoked. The most timid may sately eat the heart, kidneys, brain, and fat of pigs, as those parts never contain trichmes. MM. Delpech and Reynal assert, as an undoubted fact, that a temperature of 75 degrees C. (167 Fah.) is sufficient to kill trichines. Meat thoroughly salted is also perfectly safe. Smokethoroughly salted is also perfectly safe. Smokedried sausages, which have been kept a long time, are considered free from danger, but the wisest plan is to give them a good boiling. The authors of the report attribute the spread of the disease among pigs to the fact that they are foul feeders, and will eat any offal, such as the dead bodies of rats and other animals, which are now known to be liable to trichinosis. Great care ought, therefore, to be taken to keep such things out of their reach. MM. Delpech and Reynal likewise advise all experimenters never to throw away trichinized flesh, but to burn it as soon as their examination is completed, for a fragment of it carelessly exposed might be eaten by a rat, the rat devoured by might be eaten by a rat, the rat devoured by a pig, and this last become the cause of fatal accidents. They recommend farmers to be very cautious in teeding their pigs; to avoid giving them offal flesh without first boiling it; to destroy rats and other small carnivorous ani mals; and never to leave human or other excrements in places where pigs can go.

ADULTERATION OF FOOD EXPOSED BY THE MICEO-SCOPE.

A French writer publishes an article entitled Les Merceilles du Monde Invisible, in which he shows how people may discover frauds practised upon them by dishonest dealers, simply by a general acquaintance with the microscope. Thus, while genuine coffee ground to powder that instrument a capatity of displays under that instrument a quantity of polygonal cells, any adulteration of the Arabian berry by means of torrefled sawdust will become evident because of the fibrous texture of the latter. Pure milk, seen through a microscope between two glasses laminæ, appears formed of spherical globules more or less adherent to each other by considerable intervals. But if we ex-amine the liquid dishonestly sold for milk we at once perceive the fibres of some ingredient which have resisted all manipulation. Let us take chocolate, which is manufactured with cocoa. Through the microscope we see that it contains fragments of cellular tissues with bits of

the outer skin of reticulated shape, then remnants of the germ and grains of fecula. Adulterated chocolate contains a quantity of potato-fecula, the shape of which is radically different from that of the genuine article. The leaf of the tea plant is extremely characteristic when seen through the microscope; and adulterated tea may be easily detected, for it will be found to contain not only grains of sand, but fecula de-rived from beans or other pulse; fragments of rice, cellules of turmeric, bits of indigo, etc. The use of the microscope requires, however, some preliminary study to make it applicable some preliminary study to make it applicable to the purpose the author has in view; thus it would be necessary to take several kinds of flour, examine them through the instrument, and jet down the principal shapes we see. The flour of rye, for instance, contains grains of fecula, which, being too large to pass entire between the millstones, are crushed and burst, so that under the microscope we see what has the appearance of a number of small bags, each having a darkish star at the top, from being torn asunder. Wheat flour does not present this appearance.

THILIZATION OF THE MARSHES OF FRANCE, A French savant has proposed to the Snciety of Acclamatization, of Paris, a plan of utilizing the marshes of France, which at present produce nothing but fever and ague. He proposes sowing them with Canada rice, and turning down a lot of beavers; both the plant and the animal can live in any climate; both would be covally ready. be equylly useful, and one would support the other. At present large sups are annually sent from France to America to purchase beaver skins, which might thus become articles of home

WHAT IS OXYGEN?

Professor Schoenbein writes, by invitation, his views on the subject to the Scientific Association of France on a lengthy communication. cation of France on a lengthy communication, from which we extract the following statements:

—You know, says the Professor, that for the last thirty years I have been almost exclusively and uninterruptedly engaged in investigating oxygen, and that in this long series of researches I have collected, with respect to that elementary body, a considerable number of new facts, from which I think I can deduce the following con-clusions:—1. Oxygen can exist in three different ailotropic states. 2. Two of these states are active and opposed to each other; I distinguish them by the names of ozone audantazone. 3. Equal quantities of ozone and autozone neutralize each other in order to form mactive or neutral oxygen. 4. Neutral oxygen may be decomposed or transformed into equal parts of ozone and antozone. But I must add that the experimental demonstration of the correctness of these propositions is not so simple as, for example, that of the composition or decomposition of water, and in order well to understand their logical concatenation it is absolutely necessary to know a good many facts relating to them. Ozone and antozone are always mingled with a certain quantity of neutral oxygen, a consequence intimately connected with the generation of the two active modifications of

WHAT'S THE USE OF THE MOON?

M. Geoffroy, of Paris, asks, in an article in the Mondeur, what may be the utility of the moon with regard to our planes, and whether it is only there for the purpose of raising the waters of the ocean twice a day. To this he replies that, besides the great planets that are carried along a regular path round the sun, there exists an unlimited number of bodies of different sizes, moving through space in every direction, as the almost daily discovery of a vast number of asteroids proves. In his opinion, the moon was once one of those erratic bodies, and happening one day to get within the sphere of attraction of our planet was forced to become our satellite, instead of continuing its own course. Hence the moon is but an accident. The earth had done without it before, and might do without it again. Venus is about the size of the earth, and goes regularly round the sun, although it has no satellite. Why should the earth need one? He continues to say that our moon is no of use to us, because we might pertectly well do without oceanic and atmospheric tides, and the best eulogium he can pass on our satellite being that it is utterly useless, he goes further, and declares that we owe it to the merest chance, it having been picked up, as it were, on the way; and as such a thing might happen again, the author sees no impossibility whatever in our getting some day another, and perhaps more moons still added to our stock.

M. Geoffroy is one of those who deny that the moon is inhabited. First, because the excessive cold there must prevent the possibility of any animal life, and second, because the moon has no atmosphere.

THE HARDENING OF IRON.

A French experimentalist found, a tew years since, that by heating iron tolerably free from carbon with a small quantity of boron, to a very high temperature, he obtained a product which could not be forged, but which possessed extraordinary hardness. He has now found that an equally hard metal may be obtained by adding to ordinary cast-iron in fusion, phosphate of iron and peroxide of manganese; he does not mention in what proportions. The product canmention in what proportions. The product cannot be forged, but it casts easily, and is, therefore, applicable to the construction of such machines, or parts of machines as require in their material excreme hardness rather than tenacity. The metal is, moreover, singularly sonorous, and the discoverer proposes it as a material for bells. He finds that a still harder metal is producible by the addition of tungstein—again he omits to say in what amount—to ordinary cast-iron. He states that tungstein iron surpasses everything previously known as a material for tools for cutting rocks, and that crystals of it will cut glass as readily as the diamond.

A CHINESE PROTECTION AGAINST "SHIPWORMS," Lieutenant Marot, of the French navy, states from experience that the Chinese preserve their stips adnirably from the ravages of the ship-worm (Terredo Navalis) by means of two kinds of rosin which are obtained from native trees. One of them is called by the Annamites Caydau, which means oil tree. It often grows to a height of from two hundred to two hundred and forty feet. A single tree will yield from two to three litres of oil by incision. The natives cut large boats for as many as thirty men out of this trunk, and these boats are so durable as to descend by inheritance from father to son for many generations. The other tree is of the same kind, but not so good. Vessels having their keels coated with a mixture of the resinous sub-stance obtained from these two trees will resist the attacks of the shipworm for many contracts. the attacks of the shipworm for many years, and all Chinese and Annamite barques and junks are so preserved.

THE BAILBOAD BETWEEN CONSTANTINOPLE AND SMYRNA.

A telegram from Smyrna reports that the crossing of the Ephesus pass on the Aidin Railway, by the temporary line over the mountain (pending the completion of the tunnel), was successfully effected by a locomotive, which passed into the Aidin plain, and proceeded beyond Arietan. yond Azizieh. As the main way had been for some weeks compete to the town of Aidin, through communication with Smyrna is thus practically accomplished. The tunnel is progressing rapidly, and will be open in a couple of months. months.

A NEW ANASTHETIC.

Dr. Simpson, of Edinburgh, who first employed chloroform in cases of surgery, calls attention to a new substance, the bichloride of carbon. This compound was discovered by Regnault, in 1839. Dr. Simpson regards it as a chloroform in which the hydrogen is replaced by chlorine—C2 HCl 3 is chloroform and C2 Cl Cl 3 is the new compound.

The bichloride of carbon is prepared by pass ing the vapor of bisulphide of carbon and chlorine gas through a heated porcelain tube. The bichlorine of carbon is a transparent color-less liquid, possessing the ethereal odor of chloform. Its specific gravity is 1.56 (chloroform 1.49.) Dr. Simpson proposes the name chlorocarbon. It remains to be seen whether in this new compound we have a substitute for chloro-form, and whether its solvent properties and other relations are the same as those of the older and better known substance.

Purchase of Kamschatka by Americans. A St. Petersburg correspondent of March 13 has the following relative to a grand commercial scheme on the part of capitalists of the United States:-

It is asserted. I know not on what authority, that a gentleman from America a great capitalist, or the agent of a great American company, has arrived here with a proposal to purchase Kamschatka from our Government, with the intension of converting it into the seat of a powerful commercial association, after the fashion of the Hudson Bay Company. If this intelligence is correct, your countrymen would be making a much better speculation than you perhaps imagine. Kamschatka has sot a bad name, but it is in reality a splendid region, over two nundred thousand square verts in extent, powersed of capacious harbors; rivers abounding in fish; monitsins in which from copper, marble, grante, ignite, and native su plur are loand in mexbaustible quantities; and with a soil which, in the northern parts is emmently adapted to agriculture, and would raise magnificent crops of cereals; while the inverior contains rich pastures, in which the breeding of cattle might be carried on to good advantage. The climate is not very genial, but yet much more temperate than in Eastern Siberia. The sea, which encompasses the peninsula on three sides, mederates the cold of the Agenc Circle. It is asserted, I know not on what authority, that but yet much more temperate than in Eastern Siberia. The sea, which encompases the peninsula on three sides, moderates the cold of the Arctic Circle, and the thermometer seldom falls to twenty degrees of Reaumur, whereas in Yakutsk and Occholek it often descrads below forty. In the hands of industrious and enterprising owners Kamschatka may easily become one of the greatest corn-growing countries in the world, and would afford a comfortable home to militions of people, instead of the few thousands who now find a scanty subsistence amidst the unexposed treasures that surround them. From Fetropaulowski, a thrivme iew thousands who now find a scanty subsistence amidst the unexplored treasures that surround them. From Petropaulowski, a thriving trade might be carried on in iurs, grain, minerals etc., to China, the South Sea Islands and the west coast of America. In fact, it is in every respect superior to the Amoor, which is shut up by ice for six months in the year, while in Petropaulowski the pavigation is scarcely ever interrupted, and with the exception of San Francisco there is not a finer port in the whole Pacific. Persons acquainted with Kamschatka are unanimous in extelling its capabilities, and are persuaded that an American company that should purchase or farm it from the Russian Government would discover a mine of gold in sian Covernment would discover a mine of gol-this too long neglected appendage of our empire.

NATIVE WOMEN IN INDIA .- The Indian Mirror describes an interesting meeting of native women, held at the house of Dr. Robson, medical missionary of Scotland, the first of its kind in the country. There were seventeen present, of whom the majority were Brahmicas. Dr. Robson exhibited the air pump, illustrated the elementary principles of presentations. elementary principles of pneumatics, performed experiments with oxygen, phosphorus, and sulphur. After these experiments the ladies enjoyed unreserved interchange of thoughts with some of their European sisters who were present.

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Analytical Chemists.

NEW YORK, September 3, 1888.

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pleased to state that it is entirely prace proportion of
the pellyzerors substances. It is an unusually pure
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And fine-flavored quality of whisky,
Analytical Chemis

Boston, March 7, 1859. I have made a chemical analysis of commercial sam-ples of Cheksnu't Gköve Whisky, which proves to be free from the heavy Fusil Olis, and perfectly pure and unadulterated. The fine flavor of this whisky is derived from the syain used in manufacturing it.

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FALL AND WIN ER ARRANGEMENT.
Commencing WEDNESDAY, November 15, 1886.
For Bridgeton, Salem, and all Stations on West Jersey and Salem, Bullroads, at 9 A. M. and 3'30 P. M.
For Milwille and all Intermediate Stations, at 9 A. M. and 3'A. M.
For t ape Nay and intermediate Stations at 9 A. M. te and 3 \(\). M.

For tape May and intermediate Stations at 9 \(\). M.

Mill ville, convecting with Freight Train Passenger Can
attached for Cape May, due 348 P. M., and 3 P. M.,
through Passenger one 8 P. M.

For Glassboro and informediate Stations, at 9 \(\). M.,

For Woodbury, Gloucester, etc. at 9 \(\). M.,

For Woodbury, Gloucester, etc. at 9 \(\). M.,

Freight will be received at second covered wharf below
Wainut street, from 7 \(\). M. until 5 P. M.

Freight received before 9 \(\). M. will go forward same
day

Freight delivery, No. 228 S. Delaware avenue.

J VAN SENSELAER, 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.

TSAIAH PRICE, DENTIST, GRADUATE OF Philadelphia College of Dental Surgery, class 1853-4, formerly of West Chester, Pa. having served three years in the Army, has resumed the practice of his profession at No. 24 N. ELEVENTH Street. Philadelphia, where he will endeavor to give satisfactory attention to all who may require his arrefessional services.

DEAFNESS, BLINDNESS, AND CATARRH treated with the atmost success by J ISAAUS, M. D. Ocu lat and Aurist No. 510 FINE Street. Testimorials from the most reliable sources in the city can be seen at his office. The Medical Fascuty are invited to accompany their patients as he has no secrets in his practice. Artificial eyes inserted without pain No charge made for examination.

RAILROAD LINES

PHII ADEL PHIA, WILMINGTON, AND BALE
TIMORE BALLROAD,
TIME TABLE.
Commencing MONDAY April 16 1866. Trains will
leave Lenot coiner of BROAD Street and WASHING1. N. Avenue, as follows:
Express Train at 4 15 A. M. (Mondays excepted), for
Bellimore and Washington. Stopping at Chester. Wilmington. New ark. Elkton, Northeast, Perry vills, Bavrede Grace. Aberdeen, Perryman's, Magnolia, Chase's and
Stemmer's Bun.
Way Mail Train at 8 15 A. M. (Sundays excepted), for
Baltmore, stopping at all regular stations between Philadelphia and Baltmore.
Delaware Railroad Train at 9 A. M. (Sundays excepted., for Princess Anne. Milford, and intermediate
stations. cepted. for Princess Anne. Filters, and intermediate stations.

Express Train at 11-45. A. M. (Sundays excepted), for Baltimore and Washington.

Express Train at 3 P. M. (Sundays excepted), for Baltimore and Washington, Stopping at hester, Claymont, Wimington, Newara, Fikton, Northeast Perryville, Havie de Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chare's and Stemmer's Rue.

Sight Express at 11 P. M. for Baltimore and Washington.

Passengers by Boat from Ba'timore tor Fortress Monroe Norticle, City Point, and Richmond, will take the 11-45 A. M. train. roe Noricik, City Point, and 145 A. M. train. ACCOMMODATION TRAINS, WILMINGTON ACCOMMODATION TRAINS, WILMINGTON ACCOMMODATION TRAINS. Stopping at all Stations between Philadelphia and Wil-

Stopping at all stations between Philadelphia and Wilmington
Leave Philadelphia at 9, 11 15 A. M., 4 20 6, and 11 20 P. M. train counsets with Delaware Railroad or Harrinston and micromediate stations.
Leave Wilmington at 6 45 8 and 9 30 A. M., 4 and 6 30 P. M.
Trains for New Castle leave Philadelphia at 0 A. M., 4 30 and 6 P. M.
Through Trains FROM BALTIMORE
Leave Wilmington at 11 A. M., 4 36 and 10 P. M.
CHENTER FOR PHILADELPHIA.
Leave Chester at 746, 8 46, 10 14, and 11 40 A. M., 4 48 bt., 7 26 and 10 36 P. M.
FROM BALTIMORE TO PHILADELPHIA.
Leave Baltimore 7 35 A. M., Wav mail. 9 20 A. M., Express. 110 P. M., Express. 8 25 P. M., Express.

Express. 140 F. M., Express. 625 F. M., Express. 825 TRAINS FOR BALTIMORE

Leave Wilmington at 523 and 935 A. M., and 445 F. M., Leave Wilmington at 523 and 935 A. M. and 445 F. M., Freight Trains with Passenger Cars attaconed will leave as follows:—Wilmington for Ferry vitic and intermediate stations at 665 F. M. Baltimore for Havre-de-Grace and intermediate stations at 45 F. M. Perryville for Wilmington and intermediate stations at 560 A. M. connecting at Wilmington with 8 A. M. train for Philadelphia.

SUNDAY TRAINS.

Express Train at 4:15 A. M. to Baltimore and Washington. Stopping at 4:15 A. M. for Baltimore and Washington. Stopping at 4:15 A. M. for Baltimore and Washington. Stopping at 4:16 tester, Wilmington, Newark. Elkton. Northeast Perry ville. Havre-de-Grace, Sherdeen, Perr man's Magnolia, Chase's and Stemmer's Run.

Night Express, 1: P. M. for Haltimore and Washington. Accommodation Train at 11:30 P. M. for Wilmington. and intermediate stations.

BALTIMORE FOR PHILADELPHIA.

Leave Paltimore at 8:25 P. M. stopping at Havre-de-Grace. Perryville, and Wilmington. Also stops at Elkton and Newark (to take passengers for Philadelphia and leave passengers from Washington or Baltimore) and Chester to leave passengers from Baltimore or Washington.

Accommodation Train from Wilmington for Philadel

Accommedation Train from Wi mington for Philadel phis and intermediate stations at 5 °0 P. M. 4 16 H. F. KENNEY, Superintendent.

DENNSYLVANIA CENTRAL RAILROAD.—
SPRING ARRANGEMENT.
The Trains of the Pennsylvania Central Railroad leave the Depot, at Thirry-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 Float street about 30 minutes prior to the departure of each Train.
On Sundays—Cars leave Eleven'h and Market streets 45 minutes before the departure of the Avening Trains. Trains.

Mann's Baggage Fxpress 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. VIE.:—

at 800 A. M.

Mail Train

TRAINS LEAVE DEPOT VIE:

Mail Train

At 840 A. M.
Paoli Accommodation, No. | at 1040 M.
Parkesburg | at 100 P. M.
Burlsburg Accommodation | at 200 "P.
Parkesburg | at 200 "P.
Lancaster Accommodation | at 400 "P.
Paoli Train, No. 2 | at 530 "P.
Pric Mail" | at 900 "Philadelphia Express! | at 1110 "T.
Cincinnati Express! | at 1110 "T.
Philadelphia Express! | at 1110 "T.
Philadelphia Express! | at 1110 "T.
Paoli Accommodation, No. | at 820 "P.
Paoli Accommodation, No. | at 1230 P. M.
Past Line | at 1110 "T.
Paoli Accommodation, No. 2 | at 1110 "T.
Day Express | at 550 "T.
Day Express | at 550 "T.
Daily except Saiurday † Daily ; Daily, except
Monday | All other Trains daily except Sunday |

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

contract.

TICKET OFFICES

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

ALLEN, Ticket Agent.

The Ticket Office at West Phi adelphia will be continued as heretorore, where all information rest ecting routes, as well as Tickets, can be had on application to
THOMAS H FARKE.

An Emigrant Train runs daily (except Sanday). For
full particulars as to is re and accommodations, apply to
FR NCIS FUNK.

No. 127 DOCK Street.

DHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD.
On and atter WEDNESDAY, May 16,31866, FOR GERMANTOWN, Leave Philadelphia 6, 7, 8, 9, 10, 11, 12 a. M., 1, 2, 3*10, 3\$4, 4, 5, 5\$4, 8, 10, 11, 12 f. M.
Leave Germantown 6, 7, 75, 8, 8, 20, 9, 10, 11, 12 a. M., 1, 2, 3*10, 1, 2, 3, 4, 4%, 6, 6%, 7, 8, 9, 10, 11 P. M.
Leave Germantown Branch.
ON SUNDAYS.
Leave Philadelphia 9, 10, 11 P. M.
Leave Germantown 8 A. M., 2, 3, 5, 10% P. M.
Leave Philadelphia 9, 10, 12 A. M., 2, 3%, 5%, 7, 9 and 11 P. M.
Leave Chesnut Hill 1:10 minutes, 8, 940, 11 & A. M., 1*40, 3*40, 5*40, 5*40, 5*40, and 16*40 minutes P. M.
Leave Chesnut Hill 7:10 minutes, 8, 940, 11 & A. M., 1*40, 3*40, 5*40, 5*40, and 16*40 minutes P. M.
Leave Chesnut Hill 7:10 minutes, 8, 940, 11 & A. M., 1*40, 5*40, 5*40, 5*40, 5*40, and 16*40 minutes, 8, 10, 12*40 f. 40, and 8*25 minutes, 11*105 A. M., 13*, 3, 4%, 5%, 6%, 805 minutes, and 11% P. M.
Leave Norristown 5%, 7, 750, 9, 11 A. M., 1%, 4%, 6%, at d. 8 P. M. train will stop at School Lane, Wiesahickon, Manayunk, Spring Mill, and Conshohocken only.
Leave Philadelphia 6, 8*35 minutes, 11*05 A. M., 13*, 3, 45*, 5%, 6%, 805, and 11% P. M.
Leave Philadelphia 9. A. M., 2%, 4, and 7% P. M.
Leave Philadelphia 8, 8*35 minutes, 11*05 A. M., 13*, 3, 45*, 5%, 6%, 805, and 11% P. M.
Leave Philadelphia 6, 8*35 minutes, 11*05 A. M., 13*, 3, 45*, 5%, 6%, 805, and 11% P. M.
Leave Philadelphia 9. A. M., 2%, 4, and 7% P. M.
Leave Philadelphia 6, 8*35 minutes, 11*05 A. M., 13*, 3, 45*, 5%, 6%, 805, and 11% P. M.
Leave Philadelphia 6, 8*35 minutes, 11*05 A. M., 13*, 3, 45*, 5%, 6%, 805, and 11% P. M.
Leave Manayunk, Spring Mill, and Conshohocken only.
ON SUNDAYS.
Leave Philadelphia 6, 8*35 minutes, 11*05 A. M., 13*, 3, 45*, 5%, 6%, 805, and 11% P. M.
Leave Philadelphia 6, 8*35 minutes, 11*05 A. M., 13*, 3, 45*, 5%, 6%, 805, and 11% P. M.
Leave Manayunk 6%, 7%, 820 0%, 11%, A. M., 2, 5 6%, 86%, 870, and 11% P. M.

ON SUNDAYS.

Leave Philadelphia 9 A. M., 25, 4, and 7½ P. M.

Leave Manayunk 7½ A. M. 15, 6, and 9½ P. M.

W. S. WILNON, General Superintendes t,

Depot NINTH and GREEN Streets.

1866 -PHILADELPHIA AND ERIE RAILern and Northwest Counties of Pennsylvania so the
city of Erie, on Lake Erie. It has been leased and is
operated by the Pennsy vania Railroad Company.
Time Of PASSENGER TRAINS AT PHILADELPHIA.
Arrive Eastward—Brie Mail Train, 7 A.M.; Erie Express Train, 1 P. M.
Leave Westward—Erie Mail, 1 P. M; Erie Express
Train I M.
Passenger cars run through on the Erie Mail and Express trains both ways het years Philadelphia had ex-Leave westward—Eric Mail.) P. M; Eric Express
Train II M.
Parsenger cars run through on the Eric Mail and Ex
press trains both ways between Philade phia and aria.
NEW YORK CONNECTION.
Leave New York at 9 A M. arrive at Eric 915 A. M.
Leave New York at 9 A M. arrive at Eric 915 A. M.
Leave New York at 9 A M. arrive at Eric 915 A. M.
Leave New York at 9 A M. arrive at Eric 915 A. M.
Leave New York at 9 A M. arrive at Eric 915 A. M.
Leave New York at 9 A M. arrive at Eric 915 A. M.
Leave New York at 9 A M. arrive at Eric 915 A. M.
Leave New York at 9 A M. arrive at Eric 915 A. M.
Leave New York at 9 A M. arrive at Eric 915 A. M.
Leave New York at 9 A M. arrive at Eric 915 A. M.
Agent N. C. B R. Baitmore
H. F. HOUSTON, General Freight Agent, Phila.
A. L. TYLER, General Sup't, Williamsport.

REIGHT LINES FOR NEW YORK AND at the Stations on the CAMDEN and AMBOY and connecting Raisroads. INCREASED DESPATCH.

The CAMDEN AND AMBOY RALLEGAD AND TRANSFORIATION COMPANY FREIGHT LINES for New York Will leave WALNUT Street Whas at 8 o'.lock F M. dany Sundays excepted).

Freight must be delivered before 4% o'clock, to be forwarded the same day
Returning, the above innes will leave New York at 12 noon, and 4 and 8 F. M

Freight for Tremion Princeton, Kingstou, New Brunswick, and all points on the Camden and Amboy Railfread; aso, on the Bev dere Delaware and Fiemington the New Jersey the Freehold and Jamesburg and the Eurimgton and Meaunt Helly Railroads, received and lorwarded up to 1 F M.

The Belvidere Delaware Relived connects at Philipsburg with the Lehigh Valley Railroad, and at Manunkathunk with all Johns on the Delaware, Lackawenna, and Western Rail road, forwarding to byracuse, Buffaio, and other voints it Western New York

The New Jersey Isalinoad connects at Flizabeth with the New Jersey Isalinoad connects at Flizabeth with the New Jersey Isalinoad connects at Flizabeth with the New Jersey Isalinoad connects at relizabeth with the New Jersey Isalinoad connects at relizabeth with the New Jersey Isalinoad connects at Islands with the New Jersey Isalinoad connects at Islands in the point of the rents with each load of goods, or no receptively be given

N.B.—Increased lacifiles have been made for the transportation of live stock. Drovers are invited to two carloads or more it will be delivered at the foot of Forfie h sizet near the Drove Yard, or at Fler No. I, North Fiver, as the ablighers may designate at the time of abligment.

For terms of other intermstice, apply to WALLER FRIEBAN, Freight Agent.

11 No. 226 S. DELAWARE Avenue, Philadeiphia