6

"THE OLD BOOK-REEPER."

BY GEORGE COOPER. It was an ancient book-keeper, And he was tall and slim; Though his tace was nild he rarely smiled, His clothes were dark and prim; And everything about his desk He kept exceeding trim.

He always hung his hat and coat Upon the self-same hooks, And laid his rulers, peas, and ink, In their respective nocks: And the only exercise he had Was footing up as books.

Each day, upon the self-same hour. He took his lotty sent, And bent his body and his mind, His labors to complete; And blots were neither on his fame Nor on his ledger sheet.

The music of his pen was heard From morn till eventide; Up columns vast, his eyes were cast, Then down again with pride: Quite pleased was he, though he saw his work Increased and multiplied.

The cash that o'er his fingers came Each day, was something grand; And yet no scheme to bear it off, By him was ever planned; Although you saw with half an eye That he wrote a "sloping" haud.

He had no wife, he made no triends, His joys and cares were lew; And his dearest hope from day to day Was to keep his balance true; A good world this, if every man The latter thing would do.

He never sighed when little ills His way of life would cross; And o'er the errors of his youth He showed no vain remorse; But he set down all that came along To profit or to loss.

One day the creditor of all Dropped in for his amount; He found the old man at his post Though low ran Nature's fount; The books were closed, and he was borne Up to to his last account.

TRICKS OF A CONJUROR.

How the Spiritual Mediums Perform-Interesting Revelations.

A writer in the London Morning Star gives a long description of the methods by which an amateur conjuror, named Addison, exposes the trickery of the "spiritual mediums." Mr. Addi-son has opened an exhibition in London in a private house, the diving-room containing the machinery employed to produce the effects. The mysterious raps are made by means of an electric battery, and the process is thus descr:bed:-

"BAPPING" BY ELECTRICITY.

Mr. Addison explained to me that the great thing was to be able to have the knocking done without apparently moving. How did he accomplish this? There were two or three spots in the floor where a little knob, imperceptible unless pointed out, protruded without coming through the carpet. If sitting at the table, Mr. Addison could touch one of these with his foot. Or he could go to the mantlepiece for a light and touch another. The result would be that an electric bell would be set going down stairs where a servant would be in waiting to set electric batteries in communication with a little tapping apparatus. I went down into the basement, where Mr. Addison has a little room sacred to the mysteries of his amateur craft, and on going into a little closet therein I found the batteries with wires proceeding from them duly ticketed, so that the knocking might take place in the Pembroke, or in the book-case, or in another of the hall-dozen articles of furniture in which the rapping could take place.

Of course the little electric apparatus, by connecting which with the battery the taps are produced-and which is an exceedingly pretty little machine-is not placed in any of the arti-cles of furniture themselves. This would not do, because people would be sure to ask to have the furniture moved. All the purpose is answered by placing the machine in the wall immediately behind the piece of turniture from which the knocking is to proceed. I dare say when thus written down the process looks very mechanical and uninteresting; but I assure my readers that had they heard these mysterious knockings as I did, quite unprepared for whatever might hap-pen, they would have been very glad to have had it so satisfactorily explained. I asked Mr. Addison whether the tappings of the ordinary mediums who give scances at their own houses were done on the same principle. He told me they were, except that they were done with a lead battery by a boy in the next room to that in which the seances took place, and were, conse

A FALSE FLOOR.

"So you think ? Now look here. Can you see anything on the floor or the cabinet to surgest a false bottom of anything of that sort?" "Not the fainest indication of it," said I. He took a little blunt bradawl, drove it into one of several little pin-holes in the floor of the cabinet, one of the planks sprang up, and there was a snug raise bottom, which seemed almost im-possible from a front exterior view of the cubinet, and of which, as I say, there was no sign whatever in the appearance of the floor. There was a beautiful little lock morticed into the wood, which opened by the simple pressure of a point.

"Look here," said Mr. Addison, and he pulled from the receptacle the sacks in which he had been confined, slit up the side seams. Those I had seen were duplicates. In the little receptacle were all sorts of duplicates, in the inter possi-ble thing that could enter into these experi-ments—ropes, twines, wires—all cut with mathe-matical precision to the same length, while there also lay there pliers, etc. etc.; in fact, every-thing that could facilitate the performances, while on the under side plank, which lifted. there was a little tixed knife, against which, in the unlikely event of his not being able to get out of or break the wire in which he was tied he could rub it until it was cut through. I meed not go into particulars after this disclo-sure. It was evident that with such a cabinet a practised man could do anything, and never be found out so long as he kept the secret of his prick-lock. 1 asked Mr. Addison whether he thought the

Davenports had a talse bottom to their cabinet. "You saw it smashed," said he. "What do you think ?" I felt sure the Davenports had nothing of the kind. "So do I," said Mr. Addison. "If they had a false bottom, and knew of the pricklock, they would be tied with wire, or do any thing that I do. The fact is, they rely upon the general innbility of people to the any one up thoroughly, especially in a cabinet, where it is not possible to get properly at your man." But the things I had seen were so much more wonderful than anything the Davenports do, that their mere manual dexterity seemed like child's play.

THE "MEDIUMS"" TYING TRICE.

I asked Mr. Addison whether there was really any way of tying any one up so that extrication was impossible. He said there was. He wound a rope carefully round my wrist, the coils neat and close to each other. Three times round and a simple knot did the business. I felt no pain; but when he told me to move my hands found they were numbed as soon as I worked the tendons. When the rope was off that simple motion had left the marks of the strands deeply imprinted on my skin. "I did that to the Davenports," sold Mr. Addison, "but they said it hurt them, which it did not so long as they were quiet and passive, and Dr. Ferguson cut Mr. Addison showed me another way of ying, which consisted in the same process as had been applied to my wrist, but applied just above the elbow. It also rendered the arm pertectly useless, with this addition, that directly an attempt was made to move it the "funny bone" was affected in a way not to be forgosten

in a hurry. As another example of rope-tying expertness, Mr. Addison backed humself to the himself up in three minutes, in such a way that no one could untie him. He accomplished it, at least so far as I was concerned. Although the thing was done positively before my eyes, I could not find the end of the rope. When I tell you there was a loop at each end of it, you will be a little less surprised; but, of course, it would have been periority easy for Mr. Addison to have substiuted this looped rope for one that was not loope I, had he performed the trick in his cabinet. The Laocoon convolutions in which, in three minutes, he involved himself, were so close and hard, moreover, that had the rope's end been discoverable, it is doubtful whether any one but Mr. Audison himself could have undone them.

THE HANDCUFFS.

But I was yet to see greater wonders. In the cabinet there hung at the back from a couple of staples two pairs of handcuits, one in each cor-ner. At Mr. Addison's request I closped his wrists in the lower handcuff on each side, so that he was attached spread-eagle fashion to the back of the cabinet. He then backed himself to take off his coat without getting out of the handcuffs. There was a little struggling and rubbing of iron heard, and the thing was done. Still handcuffed to the back of the cabinet. Mr addison showed me how it was done. Suddenly he shot up his foot and fixed it with an expertness worthy of Rigolboche against the side of the cabinet, within reach of his handcuffed hand. His handcuffed hand took from the top of his ordinary elastic sided boot a little key, With it he undid, not the handcuff which confined his right hand, but the other handcuff of the pair, thus detaching it from the staple, so that he could move about with the cuils hanging from his firm. He was now free to undo the handcuff which bound his left wrist, and he did so. Then, of course, it would be easy for him to take his coal off, put his left hand back in the handcuil, snap that, hook the danging handout on his right hand on to the staple, and snap Of course he had, before doing this, put that. the little key back sately in his boot. Mr. Fay's coat trick is always done with careful prepara-tion, managed by the conductor of the seance, pretending not to hear people, etc., and it is lone, as all the Davenport tricks are done, with roucs.

The Attempt on Count Bismark's Life Snieide of the Assassin.

THE DAILY EVENING TELEGRAPH .- PHILADELPHIA, TUESDAY, MAY 29, 1866.

The London Times has the following from

Count Bismark offered him a serenade on the occasion of his happy ereage from the assassin's hand. Count Bismark, stepping out upon the balcony of the Foreign Office, his official residence, returned thanks for the ovation in the iollowing words:-

"Gentlemen and Beloved Countrymen:-My thanks for your kindly offering me this mark of sympathy, after such a signal velovery from imminent danger of death. I am sure every one of us would only be too happy to die tor king and country, whether in the street or on the batile-field. I, for one, should regard it as a special favor of God Almighty were He to accord me such a death. Let us give a short yet com-prehensive expression to our teelings by the cry of 'Long line to William L'"

Mr. Blind, the assassin, is dead. He must have been a most resolute character. He not only made the attempt in one of the most frequented thoroughiares of the capital, but, as appears from the more explicit particulars which have but now transpired, fired the last our shots while struggling with several persons, who actively endeavored to seize him. The first ball be fired when the Count was walking directly in front of him. Before he could discharge his revolver a second time, a tradesman of the name of Elin had caught hold of him. While trying to shake him off he ared his second and third balls. Then Count Bis mark threw himsell upon him, holding down his right arm. Blund taking his pistol in his left, and pressing it against the chest of his intende victim, fired 5 r the fourth and fifth time. I seems, however, that in the tusale the pisto was turned aside so that the balls only grazed the skin. One of the last two balls wounded a journeyman bookbinder of the name of barne witz, who happened to be passing. At this moment a number of soldlers came up and disarmed Blund, who had still one ball left. He had not been many hours in prison, when eluding the vigilance of the constable sixing by his side, he managed to commit suicide. It is said he telened to wipe off the perspiration from his face, and holding a knile concealed in his pocket handkerchtet, with one sweeping cut drew it from ear to ear. As the attempt was unsuccessful, the penalty for his crime would have been imprisonment with hard labor for fitteen years. He had been studying at the Agricultural Academy of Hohenheim, near Stuttgard, and had only been two days in Berlin. There is no doubt he came hither on purpose to commit the deed.

Door for the Capitol-New Jersey Battle Fields.

The great Washington door for the new Capitol at Washington is being unished at the Ames Works in Cheopee, where two entire years have been spent upon it. Many of the panels are already completed, and the work is progressing as fast as its pecultar complexity will allow. Designed by the lamented Crawford just pre-vious to his death, it was his *chef d'ouvre*. Had he survived, undoubtedly the contract for cast-ing would have gone to Munich, like its predesor, the Columbus historic door, such was his prejudice against his country in this respect. The massive door has eight panels, four on each side, emblematic respectively of peace and war. On the side devoted to peace, commencing at the bottom, is a group of Washington and his family, representing the peaceful condition of the country at the close of the revolutionary Next above is the ovation at struggle. trentom-then a scene representing admin-istration of the oath of office-and crown-ing this section is the laying of the corner-stone of the Cap t. I building. The war side has uset a yanel symbolizing the stern ideal of deacly strite - a British granadier, fully armed, attacking a peaceful farmer near a rude log cabin, whose sinewy arm has already sent him reeting to the ground, while the stalwart oman's wife is seen handing her husband hi trusty fire-lock, in case he should need it. Above this is the "Bayonet Charge at Trenton;" then the "Rebuke of General Lae by Washing-ton, at Monmouth;" and insulf the "Death of General Warren." The panel representing the reprin and of General Lee is a most striking and FAILFOAD LINES

FILADELPHIA, WILMINGTON, AND BAL TIMORE RAILBOAD, TIMORE RAILBOAD, TIMORE RAILBOAD, TIMORE RAILBOAD, TOMORE RAILBOAD, TOMORE RAILBOAD, TOMORE RAILBOAD, STORE AND MONTAY April 18, 1986, Trains will tenthe association of the second second second second to Avenue, as tollows:-Extress Train at 415 A. M. (Mondays excepted), for beiltmore and washington stopolog at Chestor, Will ministen Newark, Fikton, Northeast, Perryville, Havre-de Grace Alserdeen, Perryman's, Magnolia, chase's Stemmer's Ean Way Mail Train at 815 A. M. (Sundays excepted), for Battmore, stopping at all regular stations between Phi-isdelphis and Eastimor. Delaware Raircoad Train at 9 A. M. (Sundays excepted), for Statinges. Excepted, for Princess Anne. Milford, and intermediate stations.

Express Train at 1 * 5 A. M. (Sundays excepted), for Baltimore and Washington. Express Train at 3 P M. (Sundays excepted), for Ba-timore and Washington, stopping at hester, Clavmont, Wilmington, Newarts, * Biton, Northeast Perryville Have de Grace, Aberdeen, Perryman's, Edgewood, Mag

olia, chase's and stemmors Run. Night 1 xpress at 11 P M. for Baltimore and Wash

Inston. Tassengers by Boat from Ba timore for Foriress Mon-ree Nortelk, City Point, and Richmond, will take the

roe Noricle, City Point, and Anton TRAINS, 1145 A M ITAIN ACCOMMODATION TRAINS, VILMINGTON ACCOMMODATION TRAINS, Storping at all Stations between Philadelphia and Wil-Storping at all Stations between Philadelphia and U.S.

minuton I.cave Philade'phia at 9, 11 15 A. M., 4:30, 6, and 11 30 P. M. The 4:30 P. M. Hain connects with Delaware Railroad or Harrington and micromeduate stations, Leave Wimington at 6:45 8 and 9:30 A. M., 4 and 5:39 *. M.

Trains for New Castle leave Philadelphia at 9 A. M.,

Trains for New Castle leave Philadelphia at 9 A. M., 4 30 and 6 P. M. THRU CGH TRAINS FROM BALTIMORE Leave Wilmington at 11 A. M., 4 33 and 10 P. M. Chill of TEN FOR PPILADELPHIA. Leave Chest et al. 745, 8*46, 1014 and 1140 A. M., 4*43 s. 4, 725, and 10.36 F. M. FLOM BALTIMORE TO PHILADELPHIA. I cave Raiting the Second Sec

beeting at Wilmington with 8 A. M. train for Philadelphia SUN DAY TRAINS.
 Fxpress Train at 4/b A. M. for Haldmore and Washington. stopping at 4 hests t. Wilminston, Newark. Elkton, Nor heast Perry ville Havre-de-Grace, Aberdeen, Perr ma's Magno in Chase's and Stemmer's Run. Night Express, if P. M. for Paitmore and Washington. A commodation Train at 11 30 P. M. for Wilmington and intermediate stations.
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Account odstion Train from Wi mington for Philadel phis and intermedia's stations at 6 °0 1. M. 4 16 H. F. KENNEY, Superintendent.

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	Philadelphia Express'st 7:10 *
	Paoli Accommodation, No. 1at 820 "
	Columbia Traina: 940 44
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 Leave is leading at 130 A. M. and Downlingtown at 1220 F. M. of Philadelphia at 12 45 ncon for Reading an., all sta lons.
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 Alt the above trains run daily, "undays excepted. Sunday trains leave Philadelphia for Reading at 860 A. M. and 549 P. M. trains from Phila-delphia, returning irom Reading at 426 P.M.
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quently, very imperiect. The "dark cabinet" performances of the Davesports are imitated with great success: --

THE CABINET TRICKS.

Perhaps the cabinet feats are more popularly known, and as with the exception of the cost trick there is nothing in the dark seance that can compare with them in cleverness, I was more anxious to see whether Mr. Addison could do them, and how. We went down stayrs, and there was a cabinet very like the one the Davenports use. I saw and inspected their old caoinet. I happened to witness its destruction in Liverpool, and I know that to all appearance there was no trick in it whatever. I found the Addison to correspond in this respect, so far as I could tell, with its model. Had I seen it smashed I should have come to a different concluston, as I was soon to know.

I tied him up with sik; he got out, and the silk was intact. In wire, he got out, and the wire was as it had been when I put it on his wrists. How did he do it? He would tell me presently. First, I must tie him up in a pack, I confined him in one, tying the neck of the sack. "Now put another one over me." I did so, and tied the neck of that sack under his feet, while he sat on a seat in the cabinet. "Shut the door," I tried to, but found I could not very readily do it. Thereby hangs a tule The bolt of the Davenport cabinet is so made that, unless it is placed periectly true, it will not act, and the object, of course, is that when an accomplice, or, much more, a stranger goes to shut the cabinet, the performer, enclosed within, may be afforded additional time by the temporary difficulty of putting the bolt straight. In this case, almost as soon as the door was shut, Mr. Addison asked that a glass of water might be handed to him through the hole, at which, my readers remember, the spiritual hand was wont to appear. I handed it in. I was returned to me empty. In a lew minutes I was permitted to open the door. Mr. Addu son was still in the sacks, tied up above his head and below his fect. There was no sign of the water.

Again I closed the door, and in one minut and a half Mr. Addison stood before me out of the sacks, which lay intact on the floor of the cabinet, with the ropes untied, not, cut. "And now," said Mr. Addison, "I'll tell you how it is done. In the first place getting out of a sack is very easy.' To prove this I fied him in one very easy." In an instant he stooped down insi ie the sack, put his hands up above his head in the eized the rope with which it was ued, and undid it through the canvas, just as you might lay hold of a dog's ears and pull them about with your pocket handkerchief over your hands. In half a minute he emerged from the sack !

"Well," said I, roaring with laughter at the suddenness and transparency of the move, "I shouldn't have thought of that in a handred years." 'Just so," said Mr. Ad Jison, "it's another proof that the simplest tricks are the best. When drank the glass of water I simply untied mywell, and tied myself up again, manipulating the knots through the sacking. But there's mother way. The second time when I was out so quick I just took a penknife out of my pocket and ripped up the sides of the sucks." "Well, but," objected, "here are the sacks untouched."

Mr. Addison appears to have a genius for con-juring. The Star writer adds:--

"I will not tell of the rapping machines which Mr. Addison can on occasions carry in all and sundry of his pookets-of the chemical processes through which a shower of rain produces over the whole extent of his garden a sheet of lambent fiame-of the electric watch chain, on ex-amining which an impudent or offensive man might receive a shock that would knock bim down-nor of many other of the many wonders that Mr. Addison crowded into two of the small hours for my delectation and instruction. I will only say, in conclusion, that I came away, not only more than ever convmced that I knew all about the Davenports, but rootedly resolved never again to give myself any trouble about anything seemingly preternatural."

Victor Hugo's Monster-What is Devil Fish?

In his recent work, the "Toilers of the Sea," at page 122 of Harper's edition, Hugo gives an exciting account of a singular and hideous monster, the "pleuvre." It is commonly supposed that this animal is a creature of Hugo's brain, but he has in fact told very little more than the exact truth about it. The cuttle-lish is a creature very well known to naturalists and eamen, but less familiar to the general publ Here is Hugo's poetical description of t 'devil fish":--

"If terror were the object of its creatio nothing could be imagined more perfect than the devit fish. The whale has enormous buck, the devil lish is comparatively small; the jara-raca makes a hissing noise, the devil lish is nute; the rhinoceros has a horn, the devil lish has none; the scorpion has a dart, the devil fish no dart; the shark has sharp fins, the devil fish has no fins; the verpertillo-vampyre has wings with claws, the devil ush has no wings; the por cupine has his spines, the devil fish has no spines; the sword fish has his sword, the devil fish has none; the torpedo has its electric spark, the devil fish has none; the toad has its poison, the devil fish has none; the viper has its venom, the devil fish has no venom; the lion has its talous, the devil ish hos no talons; the griffon has its beak, the devil fish has no beak; the crocodile has us jaws, the devil fish has no teeth. The devil fish has no muscular orgamzation, no menacing cry, no breast-plate, no horn, no dart, no claw, no tall with which to hold or bruse; no cutting uns, or wings with nails; no prickles, no sword, no electric discharge, no poison, no taions, no beak, no teeth, yet he is, of all creatures, the most formidably armed. What, then, is the devil fish ? It is the sea-VERDALC."

-They say-

March winds and April showers Bring forth May flowers; But then to finish the padewar, They also bring the influenza."

lite-like scene. Washington had always, it seemed, suspected Lee of dislovalty, and on this occasion found that he had not only failed utterly to carry out his express orders, but had actually ordered and commenced a most cowardly retreat. Washington is seen as having ridden rapidly to where he meets Lee under a tree, and, rising in the sturrups of his saddle, administers a rebuke that droops the traitor's head as much as Lee's military salute to his chiettain has his sword. It is said that this was the only instance in which Washington was ever known to use language even bordering on protanity .- Springfield Republican.

Alleged Embezziement by a Clerk-Forty Thousand Dollars in Stocks, Bonds, and Money Missing-Arrest of the Accused.

A tew weeks ago Mr. E. A. Macint sh, of the firm of Duncan, Sherman & Co., entered a com-plaint before Justice Dowling against Louis A. Colin, formerly employed by the firm as a cark, charging him with having embezzled bonds amounting to upwards of \$40,000, and appro priating the same to his own use. Six months ago Colin left the firm, and after that time the and was discovered. Justice Dowling issued a warrant against Colin, which was placed in the hands of Captain Jourdan. Yesterday that offi cer succeeded in arresting the accused. It is said that since he left the employ of Duncan, Sherman & Co., he has been living abroad in a

ery extravagant manner. In his athdavit Mr. Macintosh states that during 1864 Collin was employed as a clerk by the firm, and had the custody of the box con-taining bonds and other recurities deposited with them by persons travelling abroad; that during the year 1864 the accused took from said box \$28,000 of United States six per cent, coupon bonds, \$3740 of United States Treasury notes \$10,660 or bouds of the Lake Erie. Wabash, and St. Louis Railroad Company, and one California State bond for \$1000, exceeding in the aggregate over \$40,000; said securities belonging to customers of the firm.

Justice Dowing committed Colin to the Tombs for examination in default of \$40,000 bail. The prisoner is a native of Prussia, and 35 years of age. Noue of the missing bonds have been recovered .- New York World.

-The receipts at the places of amusement in Boston for the month of April are reported as tollows:-

1	Boston Theatre	22.81
н		18 81
L		12.0
E	Moriis Brothers & trowbridge	71
Ľ	Howard Athenzym.	18
		1.00.000
	Boston Music Hall	- 86

.861 492 been discontinued, on the ground that their moral minence is bad.

RAILROAD LINES.

ORANGE AND ALEXANDRIA RAILROAD.-O RANGE AND ALLAANDRIA KAILROAD,-On and arter MCNDAY, February 12 two saliv trains will run between Washington and L. nchbarg, connecting at Gordonevi le with Virelnia Central Rall-road trains to and from Richmond as to lows:-MAIL TRAIN. Lave Washington daily (Sunday exc-pied), at 645 A. M. and arrive at Lynenburg at 545 P. M. Leave Lynchourg at 7 A. M and arrive at Washing-ton at 526 P. M. EXPRESS TRAIN

ton at 5 26 P. M. EXPRISE TRAIN Leave Washington cally including Sunday) at 6 05 P. M and arrive at 1 ynching at 6 06 A M Leave Lytchburg at 6 50 i. M and arrive at Washing ton at 6 10 A M

ton at 6:10 A M Foth thins making close connections at Lynchburg fot all points South and Southwest, and at Washington for North and Northwest. First-class a coping cars will be attached to the night trains.

First-class a ceping cars will be attached to the trains. The road is attractive, not only for its comfortable accommodations, but for the fact that it passes the now historic localities of Fairfax, Bull Run, Manasaa, Bris-toe, Carlett's Rappahannock. Indeper Orange and Gordonaville, places of imperiahable interest in the nopular mind. Through tickets to all points South asd Southwest may be had in Boston. New York Philadiahis, and Baltmere, and at the offices of the road in Washington Alexandria. W. H. Moula PFERTY. General Sup. Livident.

ALLIN, Ticket Agent. then

n to n Emisrant Train run	THE ARCES WHEELS ON ADDRESS THERE AGENT AT THE DEPOT. INS daily (except Sunday). For e and accommodations, apply to FR*NCIS FUSK. No. 137 DOCK Streat.	
HILADELPHIA, NOERISIOWN RAI On and a ter WEI FOR GE	GERMANTOWN, LROAD. NESDAY, May 16, 1869 RMANTOWN	AND 3,

FOR GERMANTOWN 1 cave 1 hitacephils 6, 7, 8, 9, 10, 11, 12 A. M., 1, 2, 3 16, 51 4, 5, 55, 6 7, 5 9, 10, 11 - 2 1 M 1 cave Germantown 6, 7, 75, 8, 8 20, 9, 10, 11, 12 A. M., 2 3, 4, 45, 6 0, 5 7, 5, 9, 10, 11 7, 3, 3 1 c 8 20 cown trains, and 35 and 55 up trains will no

The S 2 wown trains and 3% abo 5% up trains with no stop on the Germantown Branch.
 ON SUS DAYS.
 Lenve Fullatelphia 5/0 Å. M., 2/3 5, 5/10% F. M.
 Leave Germantown 8 Å M., 1/4, 6% 5% P. M.
 CHESNUT FILL RALLROAD.
 Leave Philadelphia 6, 8, 10, 12 Å. M., 2, 3% 5%, 7, and 11 F. M.

Mesnut Hill 7.10 minutes, 8, 949, 11.40 A. M

Teave Philadelphia 6, 8, 10, 12 A. M., 2, 39, 99, 1, 4
and 11 P. M.
Leave Chesnut Hill 7:10 minutes, 8, 940, 11:40 A. M.
140 3:40 5:40 6:40 8:40, and 19:40 minutes P. M.
ON SUNDAYS.
Leave Philadelphia 9:10 minutes A. M., 2:5, and 8 P. M.
Leave Chesnut Hill 7:00 minutes A. M., 12:40, 6:40, and
925 minutes P. M.
FUR CONSTRUCTORY S.
Leave Philadelphia 6, 8:35 minutes, 11:45 A. M., 12:40, 6:40, and
925 minutes P. M.
FUR CONSTRUCTORY S.
Leave Philadelphia 6, 8:35 minutes, 11:45 A. M., 12:4, 6:40, and
925 minutes Normation 55:7, 7:50, 9, 11:A. M., 15:4, 4:8, 6:54, and 8:P. M.
Leave Normation 55:7, 7:50, 9, 11:A. M., 15:4, 4:8, 6:54, and 8:P. M.
Leave Notification 7:A. M., 1, 5:5; 4 and 7:5; P. M.
Leave Philadelphia 6, 8:35 minutes, 11:40 A. M., 15:3, 4:5, 5:54, 6:55, 8:45, and 11:8; P. M.
Leave Philadelphia 6, 8:35 minutes, 11:40 A. M., 15:3, 4:5, 5:54, 6:55, 8:45, and 11:8; P. M.
Leave Philadelphia 6, 8:35 minutes, 11:40 A. M., 15:3, 4:5, 5:54, 6:55, 8:45, and 11:8; P. M.
Leave Manayunk 6:35, 7:4, 8:20, 9:5, 11:5, A. M., 2:5, 6:34, 8:5; P. M.
ON SUNDAYS.

% F. M. ON SUNDAYS. Leave Philadelphia 9 A. M. 2%, 4, and 7% F. M. Leave Manayunk 7% A. M. 1%, 6 and 9% F. M. W. S. WILFON General Superintender t. Phepot NINTH and GREEN Streets.

1866 --PHILADELPHIA AND ERIERAIL. ern and Northwest Counties of Pennsylvania to the City of Frie on Lake Frie. If has been leased and is of erated by the Pennsylvania to the City of Frie on Lake Frie. If has been leased and is of erated by the Pennsylvania taking and is of the pennsylvania taking and the pennsylvania taking the pennsylvania taking and the pennsylvania taking and the pennsylvania taking and the pennsylvania taking and taking and the pennsylvania taking and the pennsylvania taking and the pennsylvania taking and the pennsylvania taking and taking and

Leave Westward-Erie Mall.,' P. M ; Eric Express Train 12 M. Passenger cars run through on the Erie Mail and Ex-press trains both ways between Philade phia and Ex-press trains both ways between Philade phia and Ex-Leave New York at 9 A M. arrive at Eric 9.30 A. M. Leave Frie at 445 P. M. arrive at New York 410 P. M. Eave Frie at 445 P. M. arrive at New York 410 P. M. Eave Trie at 445 P. M. arrive at New York 410 P. M. Eave Trie at 415 P. M. arrive at New York 410 P. M. Eave Trie at 415 P. M. arrive at New York 410 P. M. Eave Trie at 415 P. M. arrive at New York 410 P. M. Eave Trie at 415 P. M. arrive at New York 410 P. M. Eave Thild Strike The Strength of the tries of the tries. And ice trench business, of the tompany % Agents, S, B. Kingston J., corner Thirteenth and Market streets Philadelphia; J. W. Beynolds, i rie; William Brown, Agent N. C. & R., Baltimore H. P. HOUS'ON, General Frenght Agent. Phila, H. W. GWINNFR General Strengt Agent, Phila, A. L. TYLER General Sup't, Williamsport 3

REIGHT LINES FOR NEW YORK AND

(ven N.B.-Increased incluitles have been made for the ransportation of live stock. Drovers are invited to fry he route. When stock is urninged in quan thies of two arionds or more it w'll be delivered at the foot of For-ic h street near the Drove Yard, or at Pler No. 1. North River, as the shippers may designste at the time designste at the time

North liver, a the information, apply to For terms or other information, apply to WALLER FR. ED AN Freight Agent, 111 No 226 S. DEL. 12 3E Avenue, Phi adeiphia

tows. etc. The 10 A. M. and 4 P. M. hees run direct through to 7icnton. LINES FROM KENSINGTON DEPOT WILL LEAVE AS FOLLO 48:-At H A M. 430 645 P. M. and 2 P. M. (Night) via Kensington and Jersey City Express Lines, fare \$3.00 The 650 P. M. Line will run daily. All others Sundays excented.

excepted At 7:0 and 11 A. M., 3 3:30 4:30 5, and 6:45 P. M and

At 7:0 and 11 A. M., 3 3:30 4:30 5, and 6:45 F. at and s (inight tor lifestol, Trenton, etc. At 7 and 10 15 A. M. 12 M. 3, 4, 6, and 6 P. M., for Corn-we I's Terrisdale Holimesburg, Tacony, Wissinoming, Bridesburg, and Frankford, and at 10 15 A. M. or Bridesburg, and Frankford, and at 10 15 A. M. or Bridesburg, and Frankford, and s P. M. for Holmos-

Bristol Schenck's, Eddington, and S P. M for Helmes-burg and intermeeta e stations. At 7:30 A. M. and 3:30 P. M. for Niagara Falls, Buffalo, Dunkirk (anandakun, Elmira, Ithsea, Owego, Ro-cheser Binghempton, Oswego, Syracuse Great Bend, Montrose Wilkescarre Scranton Shoudsburg, Water Gap, Felvidere, Laston, Lambertville, Flemington, etc. The 3:50 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethie bem etc.

bem etc. At 5 P. M. for Lambertville and intermediate stations. May 1, 1866. WILLIAM H GATZMER, Agent.

NORTH PENNSYLVANIA RAILROAD.-

N ORTH FENNSILVANIA RAILROAD,-poor THIRD STREET above Thompson. FOT BETHLEHEM, DOYLESTOWN, MAUCE CHUNK, EASTON, WILLIAMSPORT, and WILKES BARRE. At 730 A. M. Express), for Bethlehem. Alleniown Manuch thank, Harleton, Willamsport, and Wilkes-

Manch thank, Hazleton, Williamsport, and Wilkes-barre. A 13:30 F M (Express) for Bethlehem, Easton, etc., reaching Easton at 6:45 F. M. A 5 15 F. M. for Bethlehem, Allentown, Mauel Chunz, Danville and Williamsport. For Doviectown at 8:35 A M., 2:30 and 4:15 F. M. For Fort Washington at 10 A M. and 11 F M. For Fort Washington at 10 A M. and 11 F M. For Eatsdate at 6:15 F. M. White cars of the second and Third Streets Like City Passenger Cars run direct to the depot. Thain 8 FOR PHILADELLETA, Leave Bethlebem at 6:25 A. M. and 12:75 Noon, au 6:15 F M.

Leave Low data at 6 40 A. M., 3'15 and 5 30 P. M.
 Leave Low data at 6 60 A. M., 3'15 and 5 30 P. M.
 Leave Law data at 600 A. M.
 Leave Fort Washington at 10:50 A. M., and 7'15 P. M.
 ON SUNDATS.
 Philadelphia for Beth eacem at 9 A. M.
 Philadelphia for Doviestown at 2:30 P. M.
 Doviestown for Philadelphia at 4:30 P. M.
 Bethlebem for Philadelphia at 4:30 P. M.
 Through Ticket: must be proceed at the ticket offices, 721
 WILLIS CLARK, Agen.

FILIS CLARK. Agen.
 FILIS CLARK. Agen.
 W EST JERSEY RAILROAD LINES.
 From toot of MARKET street (Upper Ferry).
 Lair, except sindar's
 FALLAND WINTER ARRANGEMENT.
 Commonormy WEDNENDAY. November 16, 1865.
 For Bridgeton, Salem, and all Startonaon West Jersey and Salem Railroads, at \$4. M and 330 P. M.
 Fo. Mil ville and all intermediate Stations at \$4. M and 33. P. M.
 For Care Bay and intermediate Stations at \$4. M.
 For Gameshary, due 345 P. M., and 3 P. M.
 To Glassboro and intermediate Stations, at \$4. M.
 Mashoro and intermediate Stations, at \$4. M.
 For Glassboro and intermediate Stations, at \$4. M.
 For Woodbury, Gloucester, etc. at \$4. M., 5, \$50 and 530 P. M.
 Freight will be received at socond covered wharf below wainur street, from 7 A. M. until 5 P. M.
 Freight weil be fore \$5. M. will go forward same day.
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Tright received being 5 x, will go forward same day. Freight delivery, No. 228 S. Delaware avenue THE WENT JERSEY EXPRESS COMPANY will attend to all the usual branches of express business, receive, deliver, and forward through other responsible Express Commanies, to all parts of the country, any artele intrinsied to them. A Special Messensor accumpanies each through train Office. No. 5 Wainut street 9 16 9m

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