FOOT-PRINTS OF A LETTER-CARRIER; OR, A HIS TORY OF THE WORLD'S COMMSPONDENCE. By James Rees. J. B. Lippincott & Co.: Phila-

delphia. A field never before attempted to be covered has been selected by Mr. Rees, and he has sucseeded in throwing out a number of small lights which illumine without entirely enlightening it. It would seem as though he settled upon no fixed system in arranging his wors, but pitchforked sogether all the raw material which came within his control. While he presents to wa a tow new facts, yet the chief merit consists in having in one volume what was heretotore seastered through newspapers, and known only by oral acquaintance to our people. The indefaire title of the book favors this, making it a sort of universal repository for everything, from "Franklin's Grave" to the franking privilege We believe, that, so far as the Post-Office and postal system are concerned, he has treated of them very thoroughly, but in a manner entirely too desultory to be recommended. The writer begins with the origin of writing, a subject on which he is evidently in the dark, and comes by a natural transition on to the commencement of the system of Post Offices which now abound. Of these to speaks intelligently, although in many cases we cannot agree with his views. For instance, on page 339 he favors the abolition of the law of 1825, which authorizes "every printer of newspapers to send one paper to each and every other printer of newspapers within the United States tree of postage," He argues that the system should be abolished, as it gives but small privileges to the publisher who is not entitled to any, and at the same time involves an enormous expense to the United States. The taxes are paid by the people, and if those privileges awarded to the people be increased thereby, who should object to the expense? Every one reads a newspaper, and when it is remembered that every copy of a good paper is compiled of extracts taken from hundreds of sources, the importance of having every facility for securing them becomes apparent. If the free law was abolished a paper would be restricted in its exchanges. only the best would be taken, and many of the Decasional good things which appear in a generally bad paper would be lost. It is, in fact, the same as though a copy of every newspaper was sent free to every house in our land, for they get the cream of its contents for their three cents in a daily paper. It is tar more for the public good than for the publisher's good, that the present excellent law operates. The whole work, however, is interesting, and should be read by those who admire desultory literature. The following sketch of the Railroad Postal system is worthy of republication:-

"This system, which was suggested by the cele-brated Rowland-Hill, originated at a period in English postal history when the requirements of trade and commerce demanded a revisal of the code. Perhaps no man was better qualified for the purpose than was Mr Hill. In 1869 railroad post offices were in use for mail bags. Each railway com-pany provided a car, when desired to do so by the Postmaster-General, for the exclusive use of the mails. These cars were fitted up with boxes to facilitate the distribution and reception of the mails. On the London and Liverpoot Road (1839) it required the constant and active employment of two clerks to assort, receive, and hand out the mails; such is the rapidity of travel, and so numerous are the post offices upon this route. Subsequently these cars were used for the distribution of letters in large cities, by assorting them on the routes. Not only principal stations on the line of the railroads arrival of the cars, but distributions for the offices connected with the stations, and therefore in-cidentally for the cut re district of country through which the lines are in operation. It was some time before our postal department could be made sensible of the necessity of the system in our country. Per haps no other country in the world possessed a larger amount of railroad travel and postal extent than curs, and yet the spirit of old fogyism was hard to be subdued in the encounter Young America and with it on this subject, nor was it until the cars were almost forced upon the department (experimentally) that they were first introduced. Thes experiments were made on the routes from Chicago. Illinois, to Clinton, Davenport, and Dunque, Iowa, with the most satisfactory results, as were those between Washington and New York. The attention of the public was called to this new postal system by the Postmaster-Genera. (William Denni-son) in his report for the fiscal year 1864, who stated "that cars requisite for the parnose are prepared for one disty line between New York and Washington, and, by means of clerks taken temporarily from the Post Offices at Washington, Baltimore, Philadelphia, and Kew York, letters intended for distribution at either of these points are distributed in the cars, and so arranged that they can be despatched without delay on connecting routes." delay on connecting routes.

"Among the railroads upon which these cars are placed are the Pennsylvania Central, between Phita-delphia and Pitisburg; in fact, the system is now so fully estab ished that it has become an essen in ele ment in the whole organization of the postal department. Those employed in the several Post Offices from which the light of order radia es, under this new system, can fully appreciate the advantages re sulting from it, as merchants and others already ac This radiated head of the Phoenix,'

it rises above the ashes of the old fogy system. "Mail matter from every direction will reach our eitizens much earlier—in most cases several hours sooner. This will show at once how essential to our merchants is this new improvement; nor can we at this early period of its introduction calculate all the advantages likely to result from it. The idea of a Post Office performing its distributing duties on a railway, going at the rate of thirty miles an hour, is those scintillations of genius which on emits light once in a century-that century the

-T. B. Peterson has issued during the past week another edition of Mr. Gaskell's short stories including "The Grey Woman," "The Doom of Joe Griffiths," and others. It is like all that has flowed from that authoress-a most entertaining and absorbing work. Its old popularity will secure it renewed favor. The same house has just commenced to receive the advanced proof sheets of a novel by Mrs, Henry Wood, which we anticipate with pleasure.

-The United States Service Magazine has a spicy article on "Nicknames," irom which we make the following extracts:-

Most popular military commanders have received nicknames. Soldiers delight to throw that charm around a beloved leader, and thus to draw him closer to them—a very particularity.

Affection soon finds a term less format than the officia title. But the war of the Rebellion has been strangely destitute of them. With the exception of Fighting Joe, Baldy Smith, Buil Sumner, and Stonewall Jackson, there are none which have been generally received and used. At one time Kilpatrick was called the Raider, but there soon sprang up so many of the latter that it ceased to be a distinguishing mark, and fell into distret before it was really accepted. General Thomas, also, is said to have been called Pa Thomas in the Army of the Tennessee. Why we have so few, it is difficult to understand. Sheridan certainty seems to possess the qualities which should have secured him an endeating name. For large way are too proceed. dearing name. Feriaps we are too practical and have too little imagination and poetry about us. During our whole existence as a Government, there are but lew that have become historical. Washington had none which met with reneral acceptation. He was too distant and reserved. Mr. Robert C. Wintarop discovered that he was called 'O'd Hoss' somewhere in Virginia, but it was certainly not a name universally received.

Hoss' somewhere in Virginia, but it was certainly not a name universally received.

We have Marion, the Swamp Fox: Sumter, the Gaue Cock: General Wayne, Mad Anthony: Captain Henry Lee, Light Horse Harry: General Taylor, bough and Ready: General Jackson. Od Hickory (curiously translated by a Fronch paper, "Vieux Royer"—N. Y. Albion, January, 1801); Henry Clay, the Millboy of the Shashes; Webster,

Black Dan; Dongins, the Little (siant; Van Baren, the Little Mag can; President Harrson, Tippecanoe; Fremont, the Pathinder; Old Pontice of Public Functionary Buchsnan; Tyler, the Accidency President; and Bonest Gld Abc.

The deportment of neither Mariborough nor Wellington was calculated to make them personally popular. The insatable avarice, inordinate ambition, and concert of the former, encouraged by his wife, who possessed them in even a great degree than he, seemed to expose him rather to the contempt and hate of his countrymen. But his military successes were so unprecedented and so gratifying to the pride of the English, that his faults were overlooked, and, besides heaping upon him in means treasures and honor, they gave him the flattering soubriques of Corporal John. Maritorough, Comberland, and Wellington were, each in their day, called "the Duke," and they are the only three in English hirtory who have been so distinguished. The Duke of Cumberland was likewise signatized as The Bucke of Cumberland was likewise signatized. The Duke of Cumberland was likewise signatized as The Bucker, on account of the credites perpetrated by him in questing the rebellion of 1745. Amongst military heroes we also find the following:—Gonsilve de Cordova, the Great Captain; Ceneral Grey, afterwards Earl Grey, inther of the Prime Minister, No Flint, because he always used the hayone; Claverhouse; Clive, called by the Indian's Sabut Jung, the Daring in War; Soult, le Vieux Revnard; Murat, is Beau Sabureur; Edward I, the Hammer of the Scotch; Charles XII, Iron Head, on account of his obstinacy; Daun, the Austrian Fabius; Frince Rupert, called Frince Robber by the Parliamentarians. Weinington has also been called the Iron Duke.

Ferlaps no man ever deserved to inspire popularity less than Frederick the Great. Seemingly

the Iron Duke.

Ferhaps no man ever deserved to inspire popularity less than Frederick the Great. seemingly utterly regardless of the lives and property of his subjects, and the peace and welfare of the realm, he plunged head ong into the most bloody, and what must have appeared the most hopeless of wars. Yet the position was so bold a one; the attitude of little, hitherto comparatively insignificant Prussia, now opposes to the three mixiliest nations of the contiopposed to the three mightiest nations of the conti nent so grand; his military genius, the promptness and rapidity of his marches, his victories so wonder-ful; the importance wrang for Pressa out of the fal; the importance wrang for Priessa out of the discomfiture of her enemies so flattering to the national pride; that he, the cause of it, became to many, particularly the old enemies of Austria a most an object of adoration, and they oved to call him Alter Friz, Aspoleon, who possessed in an eminent degree the shining qualities which seeme popularity and affection for a mintary commander, was at one time

ton for a mintary commander, was at one time known amongst his tropics as a Petit Caperal, a name well won on the bridge of Lodi. He tells of himself that one night, when Emperor, he attempted to pass a sentinel without the countersign, but was sto, ped, the soldier telling him that were he the Little Corporal himself he should not do it. Napoleon had to make a long detour to reach his quarters, and the soldier was promoted. This name ters, and the soldier was promoted. This name appears, however, later to have given way to the tule of L'Empereur." Perhaps it appeared to them too great a familiarity thus to speck of one in their eyes so far above the rest of men, and whom they had been taught and had learned to wership as an ido. He was also familiarly called Bony by English

English political history is full of nicknames.

Thus, taking them at random we find George II called like Captain, because he was supposed to be good for nothing e se and because as such he had good for nothing e se and because as such he had conducted himself with gallantry at Dettingen; George III, Farmer George, on account of his love for farming; the Earl of Mar called Bobbing John, on account of his frequent changes between the Stuart and Hanover interests; Chatham, the Great Commoner; Sing e Speech Hamilton, who upon one occasion made an excellent speech in Parliament and scarcely ever afterwards opened his mouth. An interesting work, entitled 'England under the House of Fanover, etc., illustrated from the careatures and satires of the day, by Thomas Wright," is authority for the following, for the explanation of some of which we must, for want of space, refer to the book itself; Sandys, the Motion Maker; Horace Waipole, the Balancing Master; Lord Sandwich, Jemmy Twicher; George Grenville, Gentle Shephead; Fox, the Young Cub and Niger; Colonel George Onelow, Cocking George; Lord Colonel George Ou-low, Cocking George; Lord North, Boreas; Addington, the Doctor. The ad-herents of Fox, thrown out in the election of 1784, herents of Fox, thrown out in the election of 1784, were called Foz's Martyrs; his ministry, All the latents and The Broad Bottoms. The mistresses of George I were nicknamed the Elephant Maypole, etc.; the Frincess Augusta, wife of Frederic, Frince of Wales, The Witch. I have ladies of high position and some influence in the last half of the last century. Lady Buckinghamshire, Lady Archer, and Lady Mount Edgcombe, were called Faro's daughters, on account of their passion for gambling.

James Stuart, Earl Murray, basterd brother of Mary Oueen of Scots, was called the Geod Regent:

James Stuart, Earl Murray, basterd brother of Mary Queen of Scots, was called the Good Regent; Cromweil, Old Noil; the Earl of Warwick, the King Maker; and James I, who disgusted the world with his sickening lavoritism, always called Charles I "Babie Charles," and the Duke of Buckingham "Steenle," on account of his supposed resemblance to a picture of St. Stephen. It is amusing at this time to recall a nickname of Lord John Kussell, who, during the discussion of the Reform bill, said that it was the last with which he would meddle—it was the finally bull, and was

would meddle—it was the finality bill—and was hence called Finality John. He is also known as Johnny Russell and Little Lord John. From the Engush bar we gather quite a number: Lord Eldon, Old Bags, because, as Lord Chancellor, he carried the bag with the seals; Erskine, Counsellor Ego, on account of his egoism; Sir William Jones Linguist Jones; Hardwicke, Judge Gripus, on account of his avariee, and Sir Fletcher Norton, Sir Bull face Double-Fee, for the same rea-son: Thurlow, a man of the most violent temper son: Thurlow, a man of the most violent temper and rude manners. The Figer; Sergeant Cockie, The Almighty of the North, because or his powers of persuasion; Sir Vicary Gibbes, Sir Vinegar Gibbes; Lord Keeper Fiuch, The Silver-tonged Counsel. Chief Baron Thompson, who used to check witnesses by calling out "Stay, stay!" was called the Old Siay-maker. Swift, referring to Lord Cowper's early fauits, called him "Will Bigamy." Sir John Sylvester, son of a Jew or Portuguese, and very dark, was nickeamed Black Jack. It is of him that Johnson bas said: "A scoundre! I who is of him that Johnson has said: "A scoundre! ! who is of hin that Johnson has said: "A scoundre! I who spent his life in charging a pop-gun against Christianity; and a coward! who, airaid of the report of his own gun, left haif a crown to a hungry Scotchman to draw the trigger after his death" Mr. Parsons, in his life of Chief Justice Parsons of Massachusetts says that he was called by his enemies The Giant of the Law.

-From a pleasant and carefully prepared article in the Galaxy on "Torturing the Alpha bet," we select the following paragraphs:-

Authors have occasionally amused themselves by constructing Lipograms, or writings in which a certain letter is entirely excluded. We are told of a Latin prose work of Fulgentius, in told of a Latin prose work of Fulgentius, in twenty-three chapters, according to the order of the Latin alphabet, in the first of which a was omitted, in the second b, and so on to the last letter. The criticism of Jami, the Persian author, on a poem of this kind, in which the letter Aliff did not occur, was:—"It would be better if all the letters were left out." Yet, persented this bind of this work of the person of the second of t haps, this kind of literature might be rendered useful for persons who, on account of some im pediment of speech, are unable to pronounce certain sounds. Punch announces a new volume, entitled

'Lispings from Low Latitudes," edited by Lady Dufferin. The first poem begins:-Tho' thplendld the Thummer thun th'yines,

Thweet thunth'vine theemth tholemn to the When the Thouth through the thtorm-thyaken

Thweepth a thong to the thoil of the free." Suppose a lover to whom s was so terribly desired to serenade his lady; with what a relieved and grateful soul would be setze upon the following beautiful song, in which the obnoxious letter has no place:-"Oh! come to-night; for naught can charm The weary time when thou'rt away.

Oh! come; the gentle moon hath thrown O'er bower and hall her quivering ray. The heather-bell hath mildly flong, From off her fairy leaf, the bright And diamond dew drop that had hung Upon that leaf-a gem of light.
Then come, love, come! To night the liquid wave bath not-

Illumined by the moon lit-beam Playing upon the lake beneath, Like frolic in an Autumn dream— The liquid wave hath not, to-night,
In a l her moonlit pride, a fair
Gift like to them that on thy lip
Do breathe and laugh, and home it there. Then come, love, come!

"To-night! to-night! my gentle one, "To-night! to-night! my gentle one,
The flower-bearing Amra tree
Doth long, with fragrant moan, to meet
The love-lip of the honey-bee,
But not the Amra tree can long
To greet the bee, at evening light,
With half the deep, fond love I long
To meet my Nama here to-night.
Then come, love, come."

following poem on "Incontrovertible Facts," contains no vowel but o:-"No monk too good to rob, or cog, or plot, No tool se gross to bolt Scotch college hot. From Donjon tops no Oroncoko roils.
Logwood, not lotos, flocas Oporto's bowls.
Troops of old tosspots out to sot consort.
Box tops odd schoolboys oft do flog for sport.
No cool monsoons blow soft on Oxford dons,

Orthodox. jog.trot, book-worm Solomons!
Bold Ostrogoths of ghosts no hor-rot show.
On Longon shop fronts no hop-blossoms grow.
Lo ciccle of gold no dodo looks for foot.
On soft couth footstools no old fox doth brood.
Long storm-tost sloops forlorn work on to port.
Rooks do not cost on spoons, nor woodcocks sno
Nor dog on snowdrop or on contribut rolls.
Nor common frog concocts loug protocols." The following stanza contains the whole al

phabet, and may be used as an exercise in teaching young children their letters:-"God gives the grazing ox his meat,
And quickly bears the sheep's low cry,
But man, who tastes his finest wheat,
Should joy to lift his praises high."

The acrostic is now mostly confined to loveletters, in which the ardent it not verdant swain manages to introduce the name of his lady down the outside wall of his verse. To render it perfectly intelligible, the following lines are sometimes added in conclusion:-"If the foregoing's read with care,

Yet the acrostic must be of ancient origin, for copy of Greek verses is given in the life of Constantine by Eusebrus, Bishop of Casarea, who died A. D. 340, which he states are by the Erythrean Sybil, and which are an acrostic, reading, "Jesus Christ, the Son of God, the

Such ingenious tricks as concealing and yet retaining enduringly the name of the author of a poem by an acrostic, or beginning each chap-ter with successive letters of the alphabet, or with some scrostic, have been occasional in literature. Boccaccio has a poem of fifty cantos, which is an acrostic; and Lord North, in the Court of James I, wrote a set of sonnets, each beginning with a successive letter of the alphabet. Sir John Davis wrote twenty-six short poems, each of which is an acrostic on the words, "Elizabeth Regina." Desmond Ryan recently wrote in the London Musical World his acrostic on Adelina Patti:-

"Art and Genius burn within her, Dearest londling of the Graces! Ev'ry charm is centred in her-Like a Poet's page her face is! In her voice the lark is thrilling— Now to weep the near: is willing -And now with joy and light 'tis filling!

Praised, admired, two worlds all hail her-Artless, pure, no tongues assail her! Treasured friends can never fail her! fed me, sooth, whose prame all that is? I say, ADELINA PATTI'S!"

The acrostic may be written at the end of the cem, or to read from the second letter or word of the first, or the like. A short time ago the Ohio Statesman printed an acrostic in-troducing it as a "patriotic effusion," which pronounced the editor "a great jackass, and a ile old rat to boot,"

Edgar A. Poe, who had a remarkable talent for whatever in literature required constructive lexterity, made several curious crypto-anagrams, whose key-word consisted of the first letter of he first line, the second of the second, and so on. Letter puzzles are sometimes very entertaining. But the simplest sort of riddle in the world answer is that which commences after this fashion:-

"I'm found in the sun, but not in the moon," and which has some letter for an answer. It is no excuse for it that Byron has written an ex-cellent one on the letter H. Some letter puzzles are, bowever, made quite curious by a diagrammattic arrangement. Such a one is:-

The answer is, "The season is backward" (the C's on "is" backward).

-Charles Lanman, author of the "Dictionary of Congress," published in last week's Round Table a delightful sketch of the late W. W. Seaton, of the National Intelligencer. He concludes with the following pleasant reminiscence:-

"Perhaps the most intimate friend that Daniel Webster had in Washington was Mr. Seaton. There was no one, out of his own family, to whom the great statesman was so warmly attached. A part of almost every evening, when not engaged at home or elsewhere, was spent by the family sitting-room of Mr. with the ladies of his family, or tele-a-tele with him in winter at the fireside, or in even-ing strolls in summer. The letters and familiar notes that passed between them are numerous and interesting; and, as the eyes of the world are at this moment especially fixed upon Austria, we may with propriety give the following incident. The day before the famous Huisemann letter was transmitted to Congress, Mr. Webster sent it to Mr. Seaton to read. After it was returned, and on the morning it was to be sent to the Senate, it occurred to Mr. Seaton that the word "patch, as compared to a great empire, would appear rather undiplomatic or beneath the dignity of such a State paper, and like an attempt to beittle an adversary Government, and therefore he despatched a note to Mr. Webster suggesting, if not too late, the substitution of another He received by his messenger the

following reply:

"Dear Colonel:—The deed was done before I got
your note; but patch means a small piece of ground

-vide Webster, vide Shakespeare, in Hamlet.
"D. W."

"The lives and correspondence of Gales and Seaton, when they come to be published in full, will be trusting and valuable beyond any thing of the kind ever issued in this country. CHARLES LANMAN.

-Yellow-covered literature is tabooed in Cuba. The second circular General Lersundi addressed to the officials of Cuba confirms General Dulce's recent one, forbidding the reading "of books and periodicals of exaggerated ideas" in a loud voice to large assemblies, in houses, shops, etc. He not only considers such books pernicious, but the public reading of them in a loud voice much more so, as it raises disputes, and inflames the mind, He, therefore, extends General Dulce's decree, which only applied to Havana, to all other parts of the Island, where he learns that this bad custom, like all bad customs, is rapidly extending. The reading of books and periodicals of exaggerated ideas, in a loud voice, to assemblies of people, is now forbidden throughout the "ever-faithful Island."

-Miss Edna Dean Proctor, of the Indepen dent, is the subject of a brief notice in the Athenaum, in connection with her lately pub. lished volumes of verse. "Miss Proctor," it says, "is a patriotic American, whose lays embody various episodes in the late war, or phases of social life connected therewith. She has the enthusiasm which springs from moral convictions, and no small power of bringing before the reader the scenes which she describes." The critic then quotes a portion of her poem, "The Mississippi," and says;-"In this poem, as throughout the book, there is an overplush of fervor and epithet which a matured imagination, if sound, would restrain. If, however, the writer be yet young, this abundant blossoming of her intellect may be regarded as a hopeful indication."

-The question regarding the authorship of those popular and beautiful verses entitled, 'Rock me to Sleep, Mother," is again revived. Mr. Alex. M. W. Ball, of Elizabeth, N. J., claims, and documents in his possession prove, that as early as 1857 he composed and circulated among his friends a poem comprising not only the identical verses now so popular as a song, but several in addition. No other claimant, we believe, dates back the composition of the song earlier than 1860, in which year it was first set to music. -Dr. J. G. Holland is to deliver his poem "Jonathan at School," before the Phi Beta Kappa Society of Amherst College, in commencement week,

-Lord Brougham, whose age we cannot pretend to recken, must be a miracle of activity, it we may trust the paragraphists, one of whom tells us that his lordship lately arrived at Paris. on his way to England. He was in excellent health, says this Jenkins, and capable of bodily exertion quite emraordinary at his years. He left Cannes, waere, by-the-way, he has an estate, in the afternoon, after an early dinner, travelled all night, and the next day arrived at Paris in the evening; then, after a rapid toilet, he went to a source to meet some of his French scientific friends, not retiring to rest until n early

-Prof. Paul C. Sinding, of Copenhagen, Denmark, is now in Albany, intending to spend several weeks. Prot. Sinding is the author of "A History of Old Scandinavia, The Norsemen, The Sea King and the Vikings," which is brought down to the present day. Eight editions have already been printed, and the ninth is now going through the press. The work has attracted much attention from historical students and critics, and it is several times referred to in "Webster's Unabridged Dictionary" as an authority.

-Miss Isa Craig, who took the prize for a poem on the one hundredth anniversary of the birth of Burns, and whom report has made the editor of The Argosy, has lately been presented with a testimonial on resigning her post of assistant secretary of the Social Science Association, on account of her marriage. The testimonial consisted of a silver tea service and a salver, the last bearing a inscription which will hardly reach posterity.

-That part of the stock of Messrs, Charles Scribner & Co. which was damaged by water at a recent fire in the building occupied by them, was sold at auction by Messrs, Bangs, Merwin & Co. yesterday afternoon, June 26. The stock included a large variety of English works, and as most of them were but little injured, book fanciers will only need a hint to prompt them to embrace this opportunity to add to their collections.

-M. Francois-Victor Hugo has just added to his translations of Shakespeare two new volumes which contain the doubtful plays, Titus Andronicus, A Yorkshire Tragedy. Two Noble Kins men, Pericles, Edward III, and Arden of Feversham.

-Part 57 of the "Rebellion Record" is illus trated with fine steel engravings of Generals George W. Morrell and Frank Washburn. Rebel official reports of operations during the summer campaign of 1862 fill this number.

-M. Emile de Girardin advocates in his ournal, La Liberte, the immediate formation of an alliance of France with Prussia and Italy, in order to render the war short, sharp, and decisive m its results.

-Mr. Martin Farquhar Tupper is about to publish a bijou edition of his "Proverbial Philosophy," which completes the two hundredth thousand of that work. It is to be dedicated to Mr. Gladstone.

-The King of Saxony has recently printed the third volume of his translations of Dante. "Das Paradies." The annotations of his Majesty are said to place him in the first rank of Dante scholars.

-Mrs. Anna Cera Mowatt Ritchie is living in England by her pen. She resides in Kensungton, not far from the late home of Thackeray. -Mr. Horace Greeley is understood to be at work upon the second volume of his "American

Conflict," which will be published in August. -The Rev. T. Vaughan is stated to have written a review on the same vexed subject in the May number of the Contemporary Review. -Archdeacon Wordsworth is understood to b the author of the unfavorable article on "Ecce

Homo" in the Quarterly Review. -Professor Goldwin Smith is to resign his chair of modern history at Oxford at the close of the present academical year. -Messrs. Little, Brown & Co., of Boston,

promise to commence the publication of a law magazine early next fall. -M. Alexandre Dumas has left Paris for Italy, where he went to join Garibaldi, in order to re-

port the coming war. -Count de Montalembert is said to be very ill from the return of a malady which has afflicted him for years.

-Dr. Newman is said to be the writer of a paper on the same book in the May number of The Month.

-Mr. Thomas Buchanan Read gave a supper recently to the artists of Cincinnati at his new studio.

-Professor Newman has lately been revising his translation of the "Iliad" for a new edition. -Mr. Matthew Arnold's term of office as professor of poetry at Oxford will shortly expire.

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Mall 445 P. M.
Freight, With Passenger Car attached 718 A. M.
Express (through in two hours) 718 P. M.
Mall 445 P. M.
Freight 173 A. M.
Express (through in two hours) 718 A. M.
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Express train at 415 A. M. (Mondays excepted), to Beitimore and "Vashington scopping at Chester, Wilmington Newark, Figure North ast, Perry Wile, Taylore de Grace, Aberdeen, Perry man's, Magnoia, Chasse's Stemmer's Run

Way Mail Train at 815 A. M. (Sundays excepted), for Beitimore, stopping at al regular stations between Philadelphis and Baltimor.

Delaware Raircad Train at 9 A. M. ("undays excepted for Princess Anne, Y liford, and intermediate stations. Express Train at 11.45 A. M. (Sundays excepted), for Ballimore and Washington.

Express Train at 3 P. M. (Sundays excepted), for Ballimore and Washington, Suppling at hester, Claymont, Wilmington, Newars, Fixton, Northeast Perryville, Bavie de Grace Aberdeen, Perryman's, Edgewood Magnolla, Chase's and Stemmer's Run.

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Passengers by Boat from Ba timore for For ress Mon-ree Noricik City Point, and Richmond, will take the li 45 A M rain.

V.H.MINGTON ACCOMMODATION TRAINS, mington.

I cave Philade phia at 9, 11 15 A. M., 4 30, 6, and 11 30
P. M. The 4 30 P. M. train connects with Delaware
Railroad or Harrington and informediate stations.

I cave Wilmington at 6 45, 8, and 9 30 A. M., 4 and 6 30

P. M.
Trains for New Castle leave Philadelphia at 9 A. M.,
430 and 6 P. M.
HROUGH TRAINS FROM BALTIMORE
Leave Wilminston at 11 A. M., 436 and 10 P. M.
CHISTLE FOS. PHILADI LPHIA.
Leave Chester at 746, 846, 10 14 and 11 40 A. M., 443,
5, 10,726 and 10 38 P. M.
FROM BALTIMORE, TO PHILADELPHIA.
Leave Baltimore 7.5 A. M., Way, mail 5.20 A. M.
Express 170 P. M., Express, 635 P. M., Express, 82
P. M., Express Leave Baltimore 7.5 A. M., Wav-mail 9.30 A. A. Express 110 P. M., Express, 6.35 P. M., Express, 8.2 P. M., Express, 8.2 T. M., Express, 8.2 M., and 3.38 P. M., Leave Wilmington at 5.23 and 9.33 A. M., and 4.15 P. M., Freight Trains with Fassenger cars attecode will cave as follows;—Wilmington for Terry ville and intermediate stations at 6.55 P. M., Baltimore for Havre-de-Grace and Intermediate stations at 4.45 P. M., Perryville for Wilmington and in ermediate stations at 5.00 A. M., connecting at Wilmington with 8 A. M. train for Philadelphia.

SUNDAY TRAINS.

Express Train at 4:15 A. M. tor Baltimore and Washington. Sopping at bester, Wilminston, Newark Elkton, Nor heart Perryville. Havre-de-Grace, Aberdeen, Perrymen's Magnota, chase's and Stemmer's Rom. Night Express. 11 P. M. for Baltimore and Washington. Accommodation Train at 11:30 P. M. for Wilmington and intermediate stations.

BALTIMORE FOR PHILADELPHIA.

Leave Ealtimors at 8:25 P. M. stouping at Havre-de-dee, Perryville, and Wilmington. Also acons at Elkton and Newark (to take passengers for Phi adelpain and leave passengers from Washington or Baltimore) and Chester to leave passengers irom Baltimore or Washington.

ington.
Accommodation Train from Wi mington for Philadel
phile and intermediate stations at 5 % 1. M.
416
H. F. KENNLY, Superintendent.

DENNSYLVANIA CENTRAL RAILROAD .-DENNSYLVANIA CENTRAL RAILROAD.—

bumbers arrangement.

The Trains of the Penusyivania Central Railroad leave the Depot at Thiry-first and Market streets, which is reached by the cars of the Market Street Passenger Bailway, running to and from the Depot. The last car leaves Fiont street about 30 minutes prior to the departure of each Train.

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

Mann's Baggage Express will call for and deliver Baggage at the Depot. Orders left at the Office, No 631 Chesnut street, will receive attention.

TRAINS LEAVE DEPOT. VIZ.:—

Mail Train.

the owner, unless

TOR NEW YORK,—THE CAMDEN AND Amboy and Philadelphia and Trenton Railroad ompany's Lines.

FROM PHILADELPHIA TO NEW YORK and Way Places, from Wainut Street Whatf, will leave as follows, viz: as follows, viz:— At 5 A. h., via Camden and Amboy, Accommoda At 8 A M via Camden and Amboy Accomm oda

At 8 A M via Camden and Jersey City Express. 300

At 2 P. M. via Camden and Amboy Express. 306

At 6 P. M via Camden and Amboy Accommedation 225

At 6 P. M via Camden and Amboy Accommoda At 8 P. M. via Camden and Amboy Accommodation, 2d class.

At 8 A. M. 2 and 5 P. M., for Mount Holly, Ewans-vide Pemberton, and Vincentown. At 5 A. M. and 2 P. M. for Freehold.

At 5 and 16 A. M., 12 M., 4, 5, 6, and 11:30 P. M. for Fish bouse. Primyra, Riverton Progress. Delance Beverly Edrewater, burington, Fiorence, Bordentown, etc. The 10 A. M., and 4 P. M. lines run direct through to Tienton.

LINES FROM KENSINGTON DEPOT WILL LEAFE.

At 11 A. M., 430, 645 P. M., and 2 P. M. (Night) via Kensington and Jersey City I Xpress Lines, fare \$3:00. The 6:45 P. M. Line will run daily. All others Sundays excepted.

The 6 45 P. M. Line will run daily. All others Sundays excepted.

At 7:30 and 11 A. M., 3:39, 4:30, 5, and 6:45 P. M. and 5:40 f. M. for Cornada and 11 A. M., 12 M., 3:4, 5:40 f. M. for Cornada and I of 5:40 f. M. for Cornada and F. Torrisada e Holmesbury. Tacony. Wissinoming. Bridesburg. and Frankford, and at 10:15 A. M. or Bristoi. Schenck's, Eddington. and S.P. M. for Holmesburg and intermediate stations.

At 7:30 A. M., and 3:30 P. M. for Niagara Falls, Buffalo. Dunkirk. (anandaisua, Fimira, Ithaca. Owego. Roches er Binghampton. Oswego. Syracuse Great Bend. Montrose Wilkesbarre. Scranton. Stroudsburg, Water Gap., Ecividere, Easton, Lambertville. Flemington. etc. The 3:30 F. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethle hem. etc. hem etc.
At 5 F. M. for Lambertville and intermediate stations.
June 1, 1866. WILLIAM H. GATZMER, Agent.

June 1, 1856. WILLIAM H. GATZMEB, Agent.

I REIGHT LINES FOR NEW YORK AND

I at the Stations on the CAMDEN and AMBOY and
connecting Rairoads. INCREASED DESPATCH.

THE CAMDEN AND AMBOY RAILFOAD AND
TRANSPORTATION COMPANY REIGHT LINES
for New York will leave WALNUT Street What at 6
o'clock P M. daily Sundays excepted).

Freight must be delivered before 4% o'clock, to be forwarded the same day. Freight must be delivered before 4% o'clock, to be forwarded the same day.

Freight must be delivered before 4% o'clock, to be forwarded the same day.

Heturning, the above lines will leave New York at 12 noon, and 4 and 8 P. M.

Freight for Trenton. Princeton, Kingston, New Brunswick, and alpoints on the Camden and Ambov Rail road; also, on the Bev dere. Delaware and Fiemington the New Jersey the Freehold and Jamesburg and the Burlington and Mount Holly Railroads, received and torwarded up to 1 P. M.

The Belvidere Delaware Reliroad connects at Phillipsburg with the Lehigh Valley Bailroad, and at Manunskablunk with all points on the Delaware, Lackawanna, and Western Railroad, forwarding to syracuse, Buffalo, and other coints in Western New York

The New Jersey Hailroad connects at Elizabeth with the Morris and Estamantal and at Newark with the Morris and Estamantal and at Newark with the Morris and Estamantal and the work manusbers, shippers, and consignes, must, in every instance be sent with each load of goods, or no receipt will be given.

N. B.—Increased iacilities have been made for the

given.

N. B.—Increased iacilities have been made for the transportation of live stock. Drovers are invited to try the route. When stock is surnished in quantities of two carloads or more, it will be delivered at the foot of for tie h street near the Drove Yard, or at Pier No l, North River, as the shippers may designate at the time of shipment. For terms, or other information, apply to WALTER FREEMAN, Freight Agent, No. 226 S. DELAWARE Avenue, Philadelphia ORANGE AND ALEXANDRIA RAILROAD.

Change And Alexandria Railroad, on and aner Monday, February 12, two daily trains will run between Washington and Linchburg, connecting at Gordonsyl le with Virginia Central Rail road trains to and from Richmond as follows:

MAL TRAIN.

Leave Washington delly (bunday excepted), at 6.45

A. M., and arrive at Lynchburg at 5.65 P. M.

Leave Lynchburg at 7 A. M. and arrive at Washington at 5.26 P. M.

EXPRESS TRAIN.

Leave Washington delly (including Sunday) at 6.05 P.

M. and arrive at Lynchburg at 6.60 A. M.

Leave Lynchburg at 6.00 P. M. and arrive at Washington at 5.10 A. M.

Poth trains making close connections at Lynchburg for all points South and Southwest, and at Washington for Nor I and Northwest.

First-cleas steeping cars attached to the night trains.

The road is at ractive, not only 101 its comor able accommodations, but for the fact that it passes the now historic localities of Fairfax, Buil Rus. Manassas, Bristoe, Catlett's, Rappahannock. Culpeper. Orange and Gordonsylle, places of imperishable interest in the popular mind.

Through tickets to all points South and Southwest may be had in Boston, New York, Philad lobis, and Baltimore, and at the saises of the road in Washington Alexandria.

W. B. McCAFFERTY,

General Supe, intended.

RAILROAD LINES.

READING RAIL ROAD.

GROW PHILADILIPITY TO THE INTERIOR OF FENNALIVANT, THE SCHUYLRILL, SUSQUE-HANNAL UMERILAND AND WYOMING VALLEYS, THE NURTH, NORTHWEST, AND THE CANADAS SUMMER ARRANGEMENT OF PASSENGER Leaving the Commany's Depot at THIRTEENTH and CALIfornia to The Canadas Trains June 4 1866

Leaving the Commany's Depot at THIRTEENTH and COLIFORNIA THE CALIFORNIA THE COMMENT'S DEPOT AT THIRTEENTH AND HOURS:

Leaving the tomonny's Depot, at THIRTEENTH and CAII OWHILL Streets Philadelphia at the following hours:—

MORNIN: ACC. MMODATION.

At 7:30 A. M. for Reading an intermediate Stations.

SORN NG EXPRESS.

At 8:15 A. M. for Reading an intermediate Stations.

SORN NG EXPRESS.

At 8:15 A. M. for Reading an intermediate Stations.

Lower Reading Lebanen, Harrisburg Pottsville, I increase Tamaqua. Sunbury. Williamsport. I imita, Rockes er. Nis, 87a Fais, Buffalo Alentown, Wilkesbarre, Pitts on, York, Carlisle, Chambersburg, Hagerstown etc. etc.

This iram connects at READING with East Pennsylvania Railreau trains for Alentown etc. and the Laban n Valley trains for Harrisburg etc.; at PORT CLINTON with Catawissa Railroad trains for Williamsburg. Lock Haven. Fimira etc.; at HARRIS-ULG with Northern Central Cumberland Valley, and Schu'lkill and Susquehanna trains for Northamberland, will lamport, Vork Chambersburg, Pinegrove, etc.

AFIER OON EXPRESS

Leaves Indisacciphia at 3:38 P. M., for Reading Pottsville, Harrisburg etc., connecting with Reading and Columbia Railroad trains for Columbia, etc.

READING ACC OMMODATION.

Leaves Reading at 6:00 A. M., stooping at all way stations, a riving at Philadelphia at 5:50 A. M., Returning, leaves Philadelphia at 5:50 A. M., Tains for Fulladelphia leave Harrisburg at 8:10 A. M., and Fottsville at 2:45 P. M., arriving in Philadelphia at 6:45 P. M., Alennon trains leave Harrisburg at 4:10 P. M., Pottsville at 2:45 P. M., arriving in Philadelphia at 6:45 P. M., Alennon trains leave Harrisburg at 4:10 P. M. Counce into at Reading with Alternoun Accommodation south, at 6:30 P. M., arriving in Philadelphia at 6:45 P. M.

Leaves Reading at 7:39 A. M. and Harrisburg at 4:10 P. M. Counce into at Reading with Alternoun Accommodation south, at 6:30 P. M., arriving in Philadelphia etc. Philadelphia at 1:40 p. M., arriving in Philadelphia at 8:40 p. M., arriving in Philadelphia

P. M. Connecting at Reading with Afternoon Accommodation south, at 6:20 P. M., arriving in Philadelphia 9 10 P. M.

Narket frain, with passenger car attacred, leaves Philadelphia at 12 40 noon for Reading ant all way staticus. Leaves liending an H.34 A. M. and Downingtown at 12:30 P. M., for Philadelphia and all way stations.

All the above trains run daily, undars excepted.

Suncay trains leave Pottsville at 8:00 A. M., and Philadelphia in 12 P. M. Leave Philadelphia for Reading at 8:00 A. M., it curning from Reading at 4:25 P. M., CHES, ER V. A. LLEY RAILEOAD.

Passengers for Downingtown and intermediate points take the 1:30 and 8:05 A. M. and 5:0 P. M. trains from Philadelphia, returning from Downingtown at 6:35 A. M. and 12:30 noon.

NEW YORK EXPLESS FOR PITTSBURG AND THE WEST.

Leaves New York at 9 A. M., and 8:00 P.M., passing Reading at 1:55 and 11:53 A. M. and 1:48 P. M., and contenting thar risburg with Pennsylvania and Northern Central Railroad express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.

Letteroing, express train leaves Harrisburg on strival of the Pennsylvania express from Pittsburg, at 3 and 10:52 A. M. and 9:35 P. M., passing Reading at 4:49 and 10:52 A. M. and 9:35 P. M., passing Reading at 4:49 and 10:52 A. M. and 9:35 P. M., passing Reading at 4:49 and 10:52 A. M. and 9:35 P. M., passing Reading at 4:49 and 10:52 A. M. and 9:35 P. M., passing Reading at 4:49 and 10:52 A. M. and 9:35 P. M., seeping cars accompany these trains through between Jersey City and Pitteburg, with out change.

trains through netween Jersoy City and Pittsburg, with out change.

A mail train for New York leaves Harrisburg at 2:10 P.

M. Mail train for Harrisburg leaves New York at 12 M.

SCHUYLKILL VALLEY RAILROAD

Trains leave Portsville at 7 and 11:30 A. M., and 7:15 P.

M. neturing from "amaqua at 7:65 A. M. and 1:46 and 4:15 P.

SCHUYLKILL AND SUSQUEHANNA RAILROAD.

Trainsleave Auburn at 7:50 A. M. for Pinegrove and Harrisburg, and 1:50 P. M. for Pinegrove and Tremont, returning from Harrisburg at 2:20 P. M., and from Tremont at 7:35 A. M. and 5:25 P. M.

Through first-class lickets and emigrant tickets to all the principal points in the North and West and Canada. The following lickets are obtain able only at the office of S. BHADFORD. Treasurer. No. 227 S. FOURTH Street, Philadelphia, or of G. A. NICOLLS, General Superint ndent, Beacing:

COMMULATION TICKETS

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

MILEAGE TICKETS.

tor lamilies and firms.
MILEAGE TICKETS. Good for 2000 miles, between all points, \$52.59 each, for amilies and firms SEASON TICKETS,

For three, six, nine, or twelve months, for holders only, to all points at reduced rates.

Estada on the line of the road will be furnished caros entitling themselves and wives to tickets at half fare.

EXCURSION TICKETS

From Philadelphis to principal stations, good for Saturday. Sunday, and Monday, at reduced fare, to be had only at the Ticket Office, at THILTEENTH and CALLOWHILL Streets

FREIGHT.—Goo's of all descriptions forwarded to all the above points, from the Company's new Freight Depot, BROAD and WILLOW Streets.

Leave Philadelphia daily at 5 30 A.M., 12 45 noon, and 6 P. M., for Reading, Lebanon, Harrisburg, Pottsville Port Clinton, and all points beyond.

Close at the Fhiladelphia Post Office for all places on the road and its branches at 5 A.M., and for the principal stations only at 3 15 P.M.

Stations only at 315 P M.

NORTH PENNSYLVANIA RAILROAD.

Depot THIRD Street above Thompson.

For BETHLEHEM DOYLESTOWN. MAUCE CHUNK, EASTON WILLIAMSPORT, and WILKESS BARRE.

At 730 A. M. (Fxpress), for Bethlehem. Allentown. Mauch Chunk, Hazleton Williamsport, and Wilkesbarre.

barre. A. 2-30 P. M. (Express). for Bethlehem, Easton, etc., reaching Easton at 6-45 P. M. At 5-15 P. M., for Bethlehem, Allentown, Mauch Chunk. hunk. For Doylestown at 8°35 A. M., 2°30 and 4°15 P. M. For Fort Washinston at 10 A. M. and 11 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 Bethlebem at 6.25 A. M. and 12.75 Noon, and
15 P. M. Leave Bethlebem at 6.25 A. M. and 12.75 Noon, and 15 P. M.
Leave Doylestown at 6.40 A. M., 3.15 and 5.30 P. M.
Leave Landale at 6.00 A. M.
Leave Landale at 6.00 A. M.
Leave Fort Washington at 10.50 A. M., and 2.15 P. M.
Philadelphia for Bethlenem at 9.4. M., Philadelphia for Doylestows at 2.30 P. M.
Doylestown for Philadelphia at 7.20 A. M.,
Bethlehem for Philadelphia at 7.30 P. M.
Through Tickets must be procused at the ticket offices,
THIRD Street, or BERKS Street.

S21
ELLIS CLARK, Agenf.

WEST JERSEY RAILROAD LINES, FROM foot of MARKET Street (Upper Ferry).

V toot of MARKET Street (Upper Ferry), Commencing THURSDAY, May 31 1886, LEAVE FEILLADE, PHIA AS FOLLOWS:— 3 A. M. Mall, for Budgeton, Salem, and all interme-tic stations.

LEAVE PHILADE. PHIA AS FOLLOWS:

5 A. M. Mall, for Bridgeton, Salem, and all intermediate stations

9 A. M. Mall for Cape May, stopping at Woodbury, Glassboro', Vineland, and Miliville, and all stations below Miliville. Due 12:35 M.

3 F. M. Accommodation, for Cape May, stopping at Woodbury and Glassboro, and all stations below Glassboro, Due 8:15F. M.

3 T. M. Accommodation, for Cape May, stopping at Woodbury and Glassboro, and all stations below Glassboro, Due 8:15F. M.

3 T. M. Passenger, for Bridgeton, Salem, and all intermediate stations.

6 P. M., Woodbury Accommodation,
RETURNING TRAINS

Leave Cape May 6:30 and 11 A. M.

1 Bridgeton 7 A. M. and 3:50 P. M.

2 Bridgeton 7 A. M. and 3:50 P. M.

3 Bridgeton 7 A. M. and 3:50 P. M.

Ticket Office in Ferry Building, foot of Market street,
THROUGH TICKETS can also be purchased at Graham's Bagrage Express Office, No. 102 S. IWELFTH Street. Philade phila where olders are received for Bagrage which will be called for and checked at re. Idences.

Freight will be received at Second Covered wharf below WALNUT Street, from 7 A. M. until 5 P. M. That received at or before 9 A. M. will go through the same day

Freight Delivery. No. 228 S. DELAWARS Avenue. Freight Delivery, No. 228 S. DFLAWARS Avenue. 5 31 J. VAN RENSSALAER, Superintendent.

1866 - PHILADELPHIA AND ERVERAIL.
ern and Northwest Counties of Pennsylvania to the
City of Erie on Lake Erie. It has been leased and is
operated by the Pennsylvania Rairoad Company.
TIME OF PASSENGER THAINS AT PHILADELPHIA.
Arrive Eastward-Erie Mail Train, 7 a. M.; Erie Express Train. | P. M.
Leave Westward-Erie Mail, P. M.; Erie Express
Train I. M. Frain 13 M.

Passenger cars run through on the Eric Mall and Express trains both ways between Philade phia and Eric.

NEW YORK CONNECTION.

Leave New York at 8 A. M. arrive at Eric 9 30 A. M.

Leave Fric at 445 P. M. arrive at New York 410 P. M.

Elea and Sleeping Cars on at the night trains. For information respecting passenger business, apply corner THIRTIE H and MARKET Streets Phila. And for ireight business, of the Company's Agents, S. B. Kingston, Jr., corner Thirteenth and Market Philadelphia: J. W. Reynolds, 1712; Fullam Brown,

Agent N. C. & R., Baltimore
H. U. HOUSTON, General Freight Agent, Phila,
H. W. GWINNER, General Heat Agent, Phila,
A. L. TYLER General Sup't, Williamsport. H. W. GWINNER General Stup't, Williamsport

DHILADELPHIA, GERMANTOWN, AND
NORRISTOWN RAILROAD.
On and a ter WEDNESDAY, May 16, 1866,
SOR GERMANTOWN, AND
ESOR Philadelphia 6, 7, 8, 9, 10, 11, 12 A. M., 1, 2, 218,
35, 4, 5, 5%, 6, 7, 8, 9, 10, 11, 12 P. M.
Leave Germantown 6, 7, 7%, 9, 8, 20, 9, 10, 11, 12 A. M.
1, 2, 3, 4, 4%, 6, 6%, 7, 8, 9, 10, 11 P. M.
The 8 26 down train, and 3% and 5% up trains will no?
stop on the Germantown Branch.
Leave Philadelphia 9, 10, 11 P. M.
Leave Germantown Branch.
Leave Philadelphia 6, 8, 10, 12 A. M., 2, 3%, 5%, 7,
and 11 P. M.
Leave Chesnut Hill 7-10 minutes, 8, 940, 11-40 A. M.
140, 340, 540, 640, 840, and 1840 minutes P. M.
Leave Chesnut Hill 7-10 minutes, 8, 40, 11-40 A. M.
140, 340, 540, 640, 840, and 1840 minutes P. M.
Leave Philadelphia 9, 10 minutes, A. M., 2, 5, and 8 P. M.
Leave Philadelphia 9, 10 minutes, A. M., 2, 40, 640, and
925 minu es P. M. Hill 7-40 minutes A. M., 2, 40, 640, and
825 minu es P. M. Hill 7-40 minutes, 11-95 A. M., 13, 3,
45, 5%, 6%, 8 55 minutes, and 115 P. M.
Leave Philadelphia 8, 825 minutes, 11-95 A. M., 13, 3,
46, 5%, 6%, 8 55 minutes, and 115 P. M.
Leave Norristown 5%, 7, 750, 9, 11 A., M., 134, 4%, 6%,
at d 8 P. M.
Leave Philadelphia 5, 8 35 minutes, 11-95 A. M., 14, 3,
47, 5%, 68, 8 65, and 11% P. M.
Leave Philadelphia 5, 8, 35 minutes, 11-95 A. M., 14, 3,
48, 5%, 68, 8 65, and 11% P. M.
Leave Philadelphia 5, 8, 35 minutes, 11-95 A. M., 14, 3,
48, 5%, 68, 8 65, and 11% P. M.
Leave Philadelphia 6, 8, 35 minutes, 11-95 A. M., 14, 3,
48, 5%, 68, 8 65, and 11% P. M.
Leave Philadelphia 6, 8, 35 minutes, 11-95 A. M., 14, 3,
48, 5%, 68, 8 65, and 11% P. M.
Leave Philadelphia 6, 8, 36, and 38 P. M.
Leave Philadelphia 6, 8, 36, and 38 P. M.
Leave Philadelphia 6, 8, 36, and 38 P. M.
Leave Hanayunk 78, A. M., 18, 6, and 38 P. M.
Leave Hanayunk 78, A. M., 18, 6, and 58 P. M.

M. P. M.

ON SUNDAYS.

Leave Philadelphia 9 A. M. 28, 4, and 7% P. M.

Leave Manayunk 7% A. M. 18, 6, and 5% P. M.

W. S. WILLON, General Supermondest,

Depot NINTH and GREEK Streets