THE FASHIONABLE WORLD.

Latest London and Paris Modes-Changes in Skirts, Bonnets, Trimmings, Robes, and Pottiouats - New Patterns and Sty les of Dress Goods, Etc.

The latest tashion intelligence from abroad informs us that snort skirts are coming into fash.on-not merely looped up skirts, but actual sbort skirts. Long and engerly have we clamored for this change, and now that there is a prospect of its really taking place, we can hardly say that we hail it with pleasure. For despite all that may be urged against the wearing o lone skirts in the street, the met of their being the most graceful and elegant for the drawing room is beyond question. But, no doubt, for indoor wear, long skirts always will be worn. Just at present there are three lavoric colors in dress side, and these are pale blue, mauve, and light green. Silks of these colors are generally heavily embroidered with white, or with different shades of the same color as the dress; and the effect is rich almost beyond comparison.

The embroidery describes scollops; the bot-tom of the skirt, which simulates the petticoat,

is entirely govered with either stars, bees, crescente, or dots or white silk, and the euge of the skirt is worked in imitation of guipure insertion. The embroidery then ascends the skirt as a time, and at each side of the front breach there is a sash end embroidered and then iringed with white beads. The bodies of these dresses are embroluered en plastron; the sleeves are very long and very narrow, and are worked on revers. This rich white embroidery produces the most original effect on plack silk iresses. The same scotloping design produced in black, on gros grains of a dark shade, is likewise seen, but is not so elegant or dressy looking on the white silk embroidery or the lighter silks,

Such robes are, of course, intended for very dressy occasions; and therefore the skirts are made unusually long and full, as nothing has a worse effect than what dressmakers term a "mean scrimp skirt," Abroad the fashion of tying skirts at the back with saches is obtain ing ground, and as the custom increases it will no doubt, be taken into favorable consideration by our own modistes. The sash ends are no longer plain, but are heavily embroidered with silk or small beads, or trimmed with cherry or guipure silk. A new article called Egyptian sloth is just coming into vegue. It is manu-actured principally of silk, and is much admired. The following describes a very elefactured gant toilet of this new material, made of white Egyptian clo h:—The petticoat was trimmed with three rouleaux or violet silk, with a small quilling below to match; the skirt was plain, and was tied at the back, the two ends of the sash being fringed with violet silk; the small square paletot was trimmed with rouleaux to match those on the petticoat, and it had a violet feather tringe all round it. This Egyptian cloth is much used for sea-side dresses, where the entire to let matches — peticoat, paletot, and dress being cut from the same piece. The butions on the paletot are either silver or mother of pearl, quite plain, without either hole or ornament in the centre.

Every excess of extravagance appears to be indulged in this season. This time last summer it was thought somewhat extravagant when petticoats of heavily trammed white alpaca lustre became so much the rage; but that was child's play in comparison with the full-blown extravagance of the present time. For now nothing less than petticoats made of white gros de Naples will suit the fastidious tastes of our fashionable belies. These superb skirts are ornamented with a band of Oriental embroidery worked in silk of divers hues. This embroidery reproduces palms, such as we see on Indian shawls. These white silk petticoats, with bands of Oriental embretiery, are often made for a special tollefte, but they can be worn under any dress, provided it be composed of rich or elegant The Empress of the French and the Princess Metternich were the first to wear these petticoats under dresses embroidered in the same

The effect is superb, as may easily be understood from the following description:—A skirt of Mexican blue gros de Napies, festooned all all round by means of long straps, which commence at the waist, and were covered with Oriental embroidery, in which red and yellow predominated; a small casaque of the new form, without any basque in front, but opening over a white embroidered gros grain waistcoat. with a sort of Montespan basque at the back, which basque was formed with two wide flat plaits. The basque was rounded at the sides, and was covered with embroidery, as were also the bodice and the sleeves. White silk petticoats are also embroidered

with black purse silk, and are trimmed with black chenille tringe. As plain white silk perticoats have been very general since the commencement of the season, many ladies who are economically inclined are now freshening them up by the addition of either black chenille fringe or colored chenille tipped with crystal drops. These petticoats are not always very costly, for they can be made of slips which have been used under ball dresses; the train (indispensable with an evening toilette) is cut away, and the upper part remains usually very fresh. The latest news of bonnets is that square fronts have been worn; whether they will become general remains to be seen. The new style is called the "Neapolitan." They are considered to be more becoming than the shape known as 'Lamballe," and although they are not in reality bonnets, any more than others or the charming and diminutive head-dresses which are now classed under that head, they do duty for them very well. At a recent celebrated marriage the bride herself were a bonnet of this description; it was made of white tulle, and was entirely covered with small white harebells, with very long crystal pistils. The front was bordered with one row of old English point lace, headed with a parrow crystal tringe; inside there was a bandeau of white harebells, with the long crystal pistils which tell on the bride's beautiful black hair. The strings were of parrow white ribbon, edged with white lace, and were fied under the

The bride's tollette consisted of a pearl grey gros grain dress, so pale that it was almost white. The skirt was cut with an immensely long train, and was trimmed round the edge with a white silk ruche, headed with a magnificent flounce of old point lace sewn on plain, with another silk ruche at the top of it. This trimming was carried up the front breadth of the skirt. bodice was plain and had a peplum bordered with a white silk ruche and edged with old point lace, likewise sewn on without fulness. Above the bodice there was a Marie-Antoinette mantle, made entirely of point lace, and fastened on the chest with a diamond brooch.

Summer dresses, made low in the bodice, are frequently ornamented with laces or brettelles of lace, which have always a good effect, except on very stout figures. White continues to be the favorite morning and evening color, and no doubt it will still hold sway during the remain der of the warm weather.

-A poetic Irishman, a trifle more than "half sess over," staggered into a police court a few days ago, and calling the judge's atten-tion to a pair of black eyes and a bloody nose, gave utterance to a complaint against his conqueror in the following parody on Leigh Hunt's

Jimmy shtruck me when we met, Jumpin' from th' sod he sat on; Judge be braif, we'll ketch 'im yet Sta'in' ooh wid nary hat on!

Say I'm tipsy, sav I'm tight; Say ou'd Nick himsel' will git me; But on yer Honor's warrint rite, Jimmy shtruck me!

-The grave of General McPherson, one of the noblest of Ohio's sons, remains unmarked by even the rudest stone. A year or two ago there was a movement on the part of the officers of the Army of the Tennessee to secure the requisite funds to procure a suitable monument to the memory of this departed hero. Some \$6,000 were raised for that object. Before anything further was done, however, a discussion arose as to the propriety of removing his remains to West Point, and erecting a monument there, So the grave seems to remain unhonored, and no information is given as to what became of the \$6,000 subscribed for the monument.

Property MCCATTLINES TO ST.

MISCELLANEOUS.

NAUGHAN HERRICK, JOHN B. COPE WILLIAM R. MERRICK, SOUTHWARK FOUNDRY, FIFTH AND WASHINGTON Streets,

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ENGINEER AND MACHINISTS,
manufacture High and Low Pressures Steam Engines for
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Boilers, Gasometers, Tanks, Iron Boats, etc.
Castlings of all kinds, either from 6r brass
Iron Frame Roots for Gas Works, Workshops, and
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Reterts and Gas Machinery, of the latest and most improved construction. Betorts and Gas Machinery, of the latest and most improved constitution.

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BRIDESBURG MACHINE WORKS, No. 65 N FRONT STREET,

are prepared to fill orders to any extent for our Well-known MACHINERY FOR COTTON AND WOOLLEN MILLS. Including all recent improvements in Carding, Spinning, and Weaving.

We invite the attention of manufacturers to our extensive works. ALFRED JENES & SON.

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GEORGE PLOWMAN, CARPENTER AND BUILDER,

No. 232 CARTER Street

And No. 141 DOCK Street, Machine Work and Millwrighting promptly attende

ORNEXCHANG BAG MANUFACTORY, JOHN T. BAILLEY & O REMOVED TO N. E. corner of MARKET and WATER Stree s, DEALERS IN BAGS AND BAGGING Grain, Flour. Sait. Super P bosphase of Lime, Bone Dust, Etc.

I arse and small GUNNY BAGS caustantly on hand. 2221 Also. WOOL SACKS.

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NO 27 NORTH WATER STREET, PHILADELPBIA, 22 ALEXANDER G. CATTELL ELIJAP G. CATTELL

COTTON AND FLAX SAIL DUCK AND CANYAS, of all numbers and Brands,
Tent Awring, Trunk and Wagon-t over Duck. Also
Pater Manuscturers' Drier Felts, from one to seves feet wide: Paulins, Eciting, Sail Twine, etc.

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Dupont's Gunpowder, Refined Nitro, Charcoal, Etc. GRANT, W. Haker & Co 's Chocolate, Coos, and Broma. Clocker Bros. & Co.'s Yellow Metal Sheathing, Bolts and Nails.

STOVES, RANGES, ETC. CULVER'S NEW PATENT DEEP SAND-JOINT HOT-AIR FURNACE

RANGES OF ALL SIZES. ALSO, PHIEGAR'S NEW LOW PRESSURE STEAM HEATING APPARATUS. FOR SALE BY

CHARLES WILLIAMS, No. 1182 MARKET STREET. THOMPSON'S LONDON KITCHENER, OR EUROPEAN RANGE, for families, hotels or public institutions, in TWENTY DIFFERENT SIZES. Also Phi adelphia Ranges, Hot-Air Fur-Sizes, Also Phi adeiphia Ranges, Ho:-Air Furraces, Fortable Heaters, Lowdown Grates Fireboard Stoves, Batt Bollers, Stewhole Plates, Brieblers, Cooking Stoves, etc., wholesale and retail, by the manufacturers.

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HATS, STRAW GOODS, ETC.

RETAIL AT WHOSESALE PRICES, BARNES, OSTERHOUT, HERRON & CO .. S. E. Cor. Fourth and Chesnut Sts., Are now closing out at retail their extensive stock of

SPRING AND SUMMER HATS. Consisting of Straw, Felt, etc., of the latest styles and

improvements At Wholesale Prices.

6 20 wfm2m5p] Those in want of Goods of this description can SAVE at least ONE PREFIT by purchasing here.

TRUSTEES' SALE.

Whereas, THE GREAT WESTERN PETROLEUM AND REMINING COMPANY, of St Louis, Mo. did, on the Twenty third day of January, A. D. Elighteen hundred and sixty-six, convey to the undersigned, as Trustee, the lands and premises hereinatter described, to secure the payment of a certain promissory note, made by said company, and bearing even date with said trost seed, for the sum of ten thousand three hundred dollars, payable to CHARLES W. FORD, or to his order one day a ter the date thereof, with lawful interest; and a so to secure the payment to said. Ford of all other moneys which be might, from time to time advance to said (ompany, at its request, with interest. And whereas, it was in and by said Trust Deed provided that, in case the said Company should make detault in the payment of the moneys secured by said note, or in the payment of any other moneys thereafter to be advanced by the said Ford, with interest, that the said Trustee might proceed to sell the property in said deed described or any part thereof at pub is vendue to the highest bidder, at the east front of the Court House in St. Louis, for cash, first giving sixty days public notice of the time, terms, and place of said saie, by advertisement in some newspaper printed in St. Louis and in Philadelphia.

And whereas, Default has been made in the payment of the moneys secured by said deed, notice is therefore hereby given that the subsciber as such Trustee, will, on the 6th day of September, A. D., eighteen hundred and sixty-six, between the hours of 12 and 10 clock P. M., at the east front of the Court House in St. Louis, for the lands in said deed mentioned, and which are described as follows; to wit;—Beginning at a post at the northeast corner of the Herkimer Company's land, and thence extending south one and three-fourths degrees, west ore hundred and seventy and one-haif degrees, east forty-one and seven-tenths rods to a bost the southeast corner of the piece; thence north one ard three-fourths degrees, east one of the piece; thence north one ard three-f

HAMILTON SPENCER. 6 29 (10t

ESTABLISHED 1795 A. S. ROBINSON,

French Plate Looking-Glasses,

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Looking-Glass, Portrait, and Picture Frames to Order. No. 910 CHESNUT STREET,

THIRD DOOR ABOVE THE CONTINENTAL, PHILADELPHIA. COMPANY AND ADDRESS OF THE RESIDENCE OF THE PARTY OF THE

RAILROAD LINES.

READING RAILROAD
GREAT TRUNK LINE
FROM PHILADELPHIA TO THE INTERIOR O
FENNSYLVANIA, THE SCHUYLKILL, SUSQUE
HANNA, (UMBELLAND, AND WYOMING VAL
LEYS, THE NORTH, NORTHWEST, AND THE CANADAS
SUMMER ARRANGEMENT OF PASSENGER
TRAIN, June 4, 1888
Leaving the Company's Depot, at THIETEENTH as
CAITOWHILL Streets, Philadelphia, at the follow n

CATTOWHILL Streets, Philadelphia at the follow n hours:

MORNING ACCOMMODATION.

At 730 A. M. for Reacing and intermediate Statio

At 845 A. M. for Reacing, Lebanon Barrisburg Pot ville, Pincarove Tamagua. Sunbury, Williamsgo Linita, Boches, er. Ninsara Fairs, Buffalo Alentow Wilkesburge, Fittston, York, Carlisle, Chambersbur Engerstown, etc. etc.

This train connects at READING with East Pennsylvania Railread trains for Allentown, etc., and the Lebanon Valley train for Harrisburg etc.; at FORT CLINTON with Catawissa Railread trains for Williamsburg, Lock Haven, Fimira etc.; at HARRIS-LUEG with Northern Central Cumberland Valley, and Schuvikill and Susquehanna trains for Northumbertand, Williamsport, York Chambersburg, Finegrove, etc.

Leaves Philadelphia at 230 P. M., for Reading Pottaville, Harrisburg etc., connecting with Reading and Columbia Railroad trains for Columbia, etc.

READING ACCOMMODATION,

Leaves Reading at 600 A. M., stopping at all way stations, ariving at Philadelphia at 855 A. M.

Returning, leaves Philadelphia at 850 P. M.; arrives in Reading at 756 F. M.

Trains for Philadelphia leave Harrisburg at 810 A. M. and Pottsville at 845 A. M. arriving in Philadelphia at 1668 P. M., Pottsville at 246 P. M., arriving in Philadelphia at 646 P. M., Arriving in Philadelphia at 646 P. M., Pottsville at 246 P. M., arriving in Philadelphia 310 P. M., Pottsville at 246 P. M., arriving in Philadelphia 310 P. M., Connec ing at Reading with Aiternoon Accommodation south, at 630 P. M., arriving in Philadelphia 310 P. M.

Narket train, with passenger car attached, leaves MORNING ACCOMMODATION.

modation south, at 6:30 P. M., arriving in Philadelphia 5 10 P. M.

Narket train, with passenger car attached, leaves Philadelphia at 12 45 neon for Reading and all way six tions. Leaves Reading as 11 30 A. M. and Downingtowa at 12:36 P. M., for Philadelphia and all way stations. All the above rains run daily, sundays excepted.

Sunday trains leave Pettsville at 8:60 A. M., and Philadelphia at 5:15 P. M. Leave Philadelphia for Reading at 8:00 A. M.; its urning from Reading at 4:25 P. M.

CHES ER VALLEY RAILROAD

Passengers for Downingtown and intermediate points take the 7:36 and 8:15 A. M. and 5:0 P. M. trains from Philadelphia, returning from Downingtown at 6:35 A. M. and 12:30 neon.

NEW YORK EXPRESS FOR PITTSBURG AND THE NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

Leaves New York at 9A M., and 800 P.M., bassing Reading at 145 and 1153 A. M. and 148 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Bailroad express trains for Pittsburg, Chicago, Williamsport, Elmira, Bailtmore, etc.

Ectureling, express train covers Harrisburg on arrival of the Pennsylvania express from Pittsburg, at 3 and 945 A. M. and 1959 P. M., passing Reading at 449 and 1952 A. M., and 1950 P. M., and arriving in New York at 10 A. M. and 245 P. M., Sleeping cars accompany these trains through between Jersey City and Pittsburg, with out change.

out charge.

A mail train for New York leaves Harrisburg at 2:16 P.

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

SCHUYLKIEL VALLEY RAILROAD

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

P. M. returning from Tamaqua at 7:35 A. M. and 1:40

and 4:15 P. M. SCHUYLKILL AND SUSQUEHANNA RAILROAD. P. M. returning from Tamaqua at 735 A. M. and 148 and 415 P. M.
SCHUYLKILL AND SUSQUEHANNA RAILROAD.
Trainsteave Auburn at 750 A. M. for Pinogrove and Harrisburg and 150 P. M. for Pinegrove and Tremout, returning from Harrisburg at 3 20 P. M., and from Tremout at 7 35 A. M. and 5 25 P. M.

Through first-slass lickets and emigrant tickets to all the principal points in the North and West and Canada. The following tickets are obtainable only at the office of S. ERADFORD. Treasurer, No. 227 S. FOURTH street, Philadelphia, or of G. A. NICOLLS, General Superintendent, Reading:

At 25 per cent. discount, between any points desired, for lamilies at d firms.

Good for 2000 miles, between all points, \$52.59 each, for families and firms

SEASON TICKETS.

For three, six, nine, or twelve months, for holders

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

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Residing on the line of the road will be furnished cards entiting themselves and wives to tickets at half fare.

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

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

Leave Philadelphia cally at 5 30 A. M., 12-45 noon, and e. P. M., for Reading, Lebanon, Harrisburg, Potisville Port Clinton, and all points beyond.

Close at the Philadelphia for the principal stations only at 315 P. M., and for the principal stations only at 315 P. M., and for the principal stations only at 315 P. M., and GERMANTOWN.

HILADELPHÉA, GERMANTOWN, AND NORRISTOWN RAILROAD.
On and after WEDNESDAY, May 16, 1866,
FOR GERMANTOWN
Leave Philadelphia 6, 7, 8, 9, 10, 11, 12 A. M., 1, 2, 3 th.
3%, 4, 5, 5%, 6, 7, 8, 9, 10, 11, 12 P. M.
Leave Germantown 6, 7, 7%, 8, 8, 20, 9, 10, 11, 12 A. M.
1, 2, 3, 4, 4%, 6, 6%, 7, 8, 9, 10, 11, 17, M.
The 8 20 down train, and 3% and 5% up trains will no stop on the Germantown Branch.

The 8 20 cown train, and 3% and 5% ap trains will no stop on the Germantown Branch.

ON SUNDAYS.

Leave Philadelphia 9-10 A. M., 2, 3, 5, 8, 10% P. M.

Leave Germantown 8 A. M., 1, 4, 6%, 9% P. M.

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, 540, 540, 640, 840, and 10-40 minutes P. M.

Leave Philadelphia 9-10 minutes A. M., 2, 5, and 8 P. M.

Leave Chesnut Hill 7-41 minutes A. M., 12-40, 640, an 9-25 minutes P. M. 925 minutes F. M.
F. R. CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia 6. 835 minutes, 11-95 A. M., 15.
45. 55. 65. 805 minutes, and 115. P. M.
Leave Norristown 55. 7, 750, 9, 11 A.; M., 15. 45. 65.
and 8 P. M.
Libe Sk. P. M. train will stop at School Lane Wissen A cave Norristown 574, 7, 750, 9, 11 A.; M., 1%, 4% 6% at d8 P. M. train will stop at School Lane. Wissa hickon, Manayunk, Spring Mill, and Conshohocken only ON SUNDAYS.

Leave Philacelphia 9 A. M., 2%, 4 and 7% P. M. Leave Norristown 7 A. M., 15%, and 8 P. M.

FOR MANAYUNK.

Leave Philacelphia 6, 8 25 minutes, 11 56 A. M., 1%, 4%, 5%, 6%, 8 95, and 11% P. M.

Leave Manayunk 6%, 7%, 8 20, 9%, 11%, A. M., 2, 5, 6%, 8% P. M.

ON SUNDAYS.

ON SUNDAYS.

Leave Philadelphia 9 A. M., 2%, 4, and 7% P. M.

Leave Manayunk 7% A. M., 1%, 6, and 9% P. M.

W. S. WILFON, General Superintender t.

[Depot NINTH and GREEN Streets

NORTH PENNSYLVANIA RAILROAD.—
Depot THIRD Street above Thompson.
For BETHLEHEM. DOYLESTOWN. MAUCE CHUNK, EASTON, WILLIAMSPORT, and WILKES BARKE.
At 730 A. M. (Express), for Bethlehem. Allentown Mauch Chunk, Hazleton, Willamsport, and Wilkes barre.

Mauch Chunk, Hazleton, Williamsport, and Wilkes harre.

At 3-30 P. M. (Express), for Bethlehem, Easton, etc reaching Easton at 6-45 P. M.

At 3-15 P. M., tor Bethlehem, Allentown, Mauch Chunk.

For Doylestown at 8-25 A. M., 2-39 and 4-15 P. M.

For Fort Washington 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 Bethlehem at 8-25 A. M., 3-15 and 5-36 P. M.

Leave Doylestown at 5-40 A. M., 3-15 and 5-36 P. M.

Leave Lundale at 8-30 A. M.

Leave Lundale at 8-30 A. M., and 2-15 P. M.

ON SUNDAYS.

Philadelphia for Beth casem at 9-3. M.,

Doylestown for Philadelphia at 7-30 P. M.,

Bethlehem for Philadelphia at 4-33 P. M.,

Through Tickets must be piocured at the ticket offices.

THIRD Street of BEEKS Street.

WEST JERSEY RAILROAD LINES, FROM VV toot of MARKET Street (Upper Ferry), com-mencing MONDAY, July 16, 1866 Leave Philadelphia as follows:—

For Cape May, 9 A. M., Mail: 2 P. M., Accommodation: 4 P. M., Fast Express
For Bridgeton, Saiem, and intermediate points, 8 A.
M. and 3 30 P. M.
For Milivilie, and intermediate points, 8 A. M. and 2
P. M.
Woodbury Accommodation, 6 P. M.
RETURNING:
Leave Cape May at 6:30 A. M., Mail: 9 A. M., Fast Express: 5 P. M. Express
Leave Bridgeton 7 15 A. M. and 3:50 P. M. Freight 6:30 P. M.
Leave Salem 1 A. M. and 3:35 P. M. Freight 5:45 P. M.

6 30 P. M.
Leave Salem 7 A. M. and 3 35 P. M. Freight 5 45 P. M.
Leave Millville 6 55 A. M. and 6 38 P. M. Freight 11 63
A. M.
Freight will be received at Second Covered Whart
below Walnut street, from 7 66 A. M. until 5 60 P. M.
That received before 5 56 A. M. will go through the same freight Delivery, No 228 S. DELAWARE Avenue J. VAN RENSSELAER, Superintencent.

The West Jersey Express Company will attend to all the usual branches of Express business. A Special Messenger accompanies each through train. Office No. 5 WALNUT Street Philadelphia.

1866 -PHILADELPHIA AND ERIE RAIL, ern and Northwest Counties of Pounsylvania to the City of Eric on Lake Eric. It has been leased and is operated by the Pennsylvania Railroad Company.
TIME OF PASSENGER TRAINS AT PHILADELPHIA.
Arrive Eastward-Eric Mail Train, 7 a. M.; Eric Express Train, 1 P. M.
Leave Westward-Eric Mail, P. M.; Eric Express Train 12 M. Leave Westward—Eric Mail, P. M.; Eric Express
Train 12 M.
Passenger cars run through on the Eric Mail and Express trains both ways between Philade phia and Eric.
NEW YORK CONNECTION.
Leave Kew York at 9 A. M., arrive at Eric 930 A. M.
Leave Fric at 445 P. M., arrive at Eric 930 A. M.
Elegant Sleeping Cars on all the night trains.
For information respecting passenger bosiness, apply
at corner THIRTIE! H. and MABRET Streets Phila.
And for freight bosiness, of the Company's Agents, S.
B. Kingston Jr., corner Thirteenth and Market streets
Philadelphia; J. W. Reynolds, Aric; William Brown
Agent N. C. R. R., Estimore.
H. F. HOUSTON, General Freight 2 gent, Phila
H. W. GWINNER General Tieset Agent, Phila
A. L. TYLLE General Sup't, Williamsport

STARL A TELEVISION OF

OTHER DESIGNATION OF STREET

RAILROAD LINES.

PHILADELPHIA, WILMINGTON, AND BALL
TIMOBE BAILBOAD,
TIME TABLE.
Commercing MONDAY, July 1, 1866. Trains will
least Depot corner of BROAD Street and WASHINGTON Avenue, as follows:—
Express Train at 415 A. M. (Mondays excepted), for
Ballimore and Washington stopping at Cheeter, Wilmington, Newark, Ekklan, Northeast, Perryville, Havre,
de Grace, Aberdeen, Perryman's, Magnolia, Chase's and
Stemmer's Run. Stemmer's Run.

Way Mail Train at \$15 A M. (Sundays excepted) for Baitimore, stopping at all regular stations between Philadelphis and Saltimore.

Delaware Railroad Train at \$ A. M. (Sundays excepted) for Princess Anne. Millord, and intermediate Express Train at 11:45 A. M. (Sundars excepted), for Entries Train at 11-3 A. M. (Sundays excepted), for Baltimore and Washington Stopping at hester, llavmost Wilmington, Newark, Fikton, Northeast, Perryville, Havie de Grace. Aberdeen, Perryman's, Edzewood, Magnolia, Chase's, and Stemuer's Rud. J. Sight Express at 11 P. M., for Baltimore and Washington. Ington.

Passengers by Boat from Baltimore for Forcress Monroe Nortolk City Point, and Richmond, will take the
1145 A M train.

WILMINGTON ACCOMMODATION TRAINS,
Stopping at all Stations between Philadelphia and Wil-

Storping at all Stations between Philadelphia and Wilmington.

Leave Philadelphia at 9 A. M., 12:30, 4:38, 6, and 11:30 P. M. The 4:30 P. M. train connects with Delaware Bailrosd for Harrington and intermediate stations.

Leave Wilmington at 6:39, 7:15 and 9:39 A. M., 4 and 6:39 P. M. The 7:15 A. M. train will not stop at stations between Chester and Philadelphia.

Trains for New Castle leave Philadelphia at 9 A. M., 4:36 and 6 P. M.

4:36 and 6 P. M.

Leave Wilminston at 11 A. M., 4:36 and 19 P. M.

CHINTER FOW PHILADELPHIA.

Leave Chester at 7:28, 7:35, 19:14, and 11:40 A. M., 4:43, 5:40, 1:26 and 19:36 P. M.

EXOM BALITIMORE TO PHILADELPHIA.

Leave Baltimore 7:5:A. M. Way-mail 9:20 A. M., Express. 1:10 P. M., Express. 6:25 P. M., Express. 8:25 P. M., E xpress 11

. M., Express
TRAINS FOR BALTIMORE,
Leave Chesterat 449 and 8 5t A. M., and 3 38 P. M.
Leave Wilmington at 5 23 and 9 33 A. M. and 4 15 P. M.
Freight Trains with Passenger ture attached will leave as follows: - Wilmington for verry ville and intermediate stations at 6:5 P. M. Baltimore for Havre de Grace and intermediate stations at 4:5 P. M. Pervville for Wilmington and intermediate stations at 4:20 A. M. connecting at Wilmington with 7:15 A. M. train for Philadernia

de phia

SUNDAY TRAINS.

Express Train at 415 A. M. for Baltimore and Washington s'opping at thester, Wilminston, Newark, Elkton, Nor-heart Ferryville Bayre-de-Grace, Aberdeen, Perr man's Magno-ia, omase's, and Stemmer's Bun.

Night Express, il P. M. for Baltimore and Washington, Accommodation Trein at 1120 P. M. for Wilmington and intermediate stations.

BALTIMORE FOR PHILADELPHIA.

Leave Ealtimore at 825 P. M., Stopping at Havre-de-Grac, 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.

ington.

Accommodation Tram from Wi mington for Philadel
phis and intermediate stations at 6.70 t. M.

H. F. KENNEY, Superintendent.

H. F. KENNEY, Superintendent.

H. OR. NEW YORK,—THE CAMDEN AND Amboy and Philadelphia and Trenton Salirond emusiny's Lines.

FEOM PHILADELPHIA TO NEW YORK and Way Places, from Walnut Street Whatf, will leave as follows, 422—445 A. M., Via Camden and Amboy, Accoma ods At 8 A. M., via Camden and Jersey (sty Express... 300 At 2 P. M., via Camden and Jersey (sty Express... 300 At 2 P. M., via Camden and Amboy Express... 300 At 6 P. M., via Camden and -mboy Accommodation 225 At 6 P. M., via Camden and Amboy Accommodation 225 At 6 P. M., via Camden and Amboy Accommodation 245 At At 6 P. b., via Camden and Amboy Accommoda
180
At 8 A. M. 2 and 5 P. M., for Mount Holly, Ewaliswide Femberton, and Vincentown At 5 a. M. and 2
P. M. for Freehold.
At 5 and 10 A. M., 12 M., 4, 5, 6 and 11:30 P. M. for Fish
1 cuse. Pelmyra, Riverton Progress, Delanco
Beverly. Edecwater, Fur ington. Fiorence, Bordentown, etc. The 10 A. M., and 4 P. M. lines run direct
through to Trenton.

through to Tienton.

LINES FROM KENSINGTON DEPOT WILL LEASE
At 11 A M , 430 645 P. M., and 2 P. M. (Night) via

Kensington and Jersey City Express Lines, fare 83-90.

The 645 P. M. Line will run daily. All others Sundays excepted. At 7:30 and 11 A. M., 3, 3:30 4:30, 5, and 6:45 P. M a d

At 7:30 and 11 A. M., 3 3:30 4:30, 5, and 6:45 P. M. a. d. 5 adnight for Bristol. Trenton, etc.

At 7 and 10:15 A. M., 12 M. 3 4, 5, and 6:P. M., for Cornwell's Terrisdate Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, and at 10:15 A. M. for Bristol. Schenck's, Eddington, and 8 P. M. for Holmesburg and intermediate stations.

At 7:30 A. M. and 3:30 P. M. for Niagara Falls, Buffalo, Dunkirk Canandaigua, Elmira, Ithaca Owego, Roches er Binghempton, Oswego, Syracuse Great Bend, Montrose Wilkesbarre Scranton, Stoudsburg, Water Gap, Belvidere, Easton, Lambertville, Fleminston, etc. 3 he 3:50 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethie hem etc. hem etc. At 5 P. M. for Lambertville and intermediate stations. June 1, 1866. WILLIAM H. GATZMER, Avent.

DENNSYLVANIA CENTRAL RAILROAD,-PENNSYLVANIA CENTRAL RAILROAD.—
SUMBER ARRANGEMENT.
The Trains of the Pennsylvania Central Railroad leave the Denot, at Thirty-first and Market streets, which is reached by the cars of the Market Street Passenger Ealiway, running to and from the Depot. The last car leaves Front street about 30 minutes prior to the departure of each Trains.
On Sundays—Cars leave Eleven's and Market streets 45 minutes before the departure of each Trains.
Mann's Baggage Express will car for and deliver Baggage at the Depot. Orders left at the Office, No

will be at the risk of the owner, unless taken by special contract.

TREIGHT LINES FOR NEW YORK AND at the Stations on the CAMDEN and AMBOY and connecting Rainroads. INCREASED DESPATCH.
THE CAMDEN AND AMBOY RAILROAD AND TRANSPORIATION COMPANY TREIGHT LINES for New York will leave WALNUT Street Whaif at 6 o'clock P. M. daily (Sundays excepted).
Freight must be delivered before 4% o'clock, to be for waided the same day.
Returning, the above lines will leave New York at 12 noon, and 4 and 8 P. M.
Freight for Trenton, Princeton, Kingston, New Brunswick, and all points on the Camden and Amboy Railroad; also, on the Belvidere Delaware and Flemington, the New Jersey, the Frieght of American Holly Railroads, received and towarded up to 1 P. M.

The Belvidere De aware Reilroad connects at Phillipsburg with the Lehigh Valley Railroad, and at Manunkachunk with all points of the Delaware, Lackawanna, and Western Railroad, forwarding to syracuse, Buffalo, and other points in Western New York
The New Jersey Railroad connects at Elizabeth with the New Jersey Central Railroad, and at Newark with the New Jersey Central Railroad, and at Newark with the Morils and Essex Railroad

A slip memorandum, specifying the marks and numbers, shippers, and consiphees, must, in every matance, be sent with each load of goods, or no receipt will be given.

N. B.—Increased tacilities have been made for the N.B.—Increased inclities have been made for the ransportation of live stock. Drovers are invited to try the route. When stock is intralabed in quantities of two carlonds or more, it will be delivered at the foot of For help street near the Drove Yard, or at Pier No L. rth River, as the shippers may designate at the tim

f shipment.

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WALTER FREEL AN. Freight Agent,

No. 226 S. DELAWARE Avenue, Philadelphia ORANGE AND ALEXANDRIA RAILROAD.

ORANGE AND ALEXANDRIA RAILROAD. To On and aner MONDAY, February 12, two daily mains will run between Washington and Lenchburg connecting at Gordonsville with Virginia Central Rail road trains to and from Richmond as follows:—

MAIL TRAIN.

Leave Washington daily (Sunday excepted), at 6.45 to M., and arrive at Lynchburg at 5 to P. M.

Leave Washington daily (Sunday excepted), at 6.65 P. M.

Leave Washington daily (Sunday excepted), at 6.65 P. M.

Leave Washington daily (including Sunday) at 6.05 P. M.

Leave Washington daily (including Sunday) at 6.05 P. M. and arrive at Lynchburg at 6.00 A. M.

Leave Lynchburg at 6.30 P. M. and arrive at Washington on at 6.10 A. M.

Both trains making close connections at Lynchburg for all points South and Southwest, and at Washington or North and Northwest.

First-class sleepping cars attached to the night trains. The road is attractive, not on y for its comortable accommodations, but for the fact that it passes the now bistoric localities of Fairfax, Buil Rim, Manassas, Bristos, Callett's, Rappahannock, Culpeper, Orange, and Gordonsville, places of imperishable interest in the popular mind.

Through tickets to all points South and Southwest may be had in Boston, New York, Philadelphis, and Raitmore, and at the Alexe of the road in Washington F Jalexandra

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No. 771 South THIRD Street Price, \$1.00 per Bottle; \$5.00 for half-a-dozen.

Price, \$1.00 per Bottle; \$5.00 for half-a-dozen.

The undersigned citizens take pleasure in cheerrally recommending the use of Wright's Tar Syrup for coughs, colds, consumption, whooping-cough, spotted ever, liver compaint, pains in the breast, bronchitis, inhammation, and restriction of sir vesses in the lungs, etc. The remedy should be in every family:—
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701

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