# THE DAILY EVENING TELEGRAPH .- PHILADELPHIA, MONDAY, AUGUST 13, 1866

#### SCIENCE.

## AMERICAN ACADEMY OF SCIENCE.

FOURTH DAY-GEOGRAPHICAL DISTRIBUTION OF THE FISHES OF THE AMAZON, AND OTHER INTE BESTING PAPERS.

NORTHAMPTON, Mass., August 10.-The fifth scientific session began at 9 o'clock this morning. Admiral C. H. Davis took the chair. Professor Henry, of the Smithsonian Institute, then offered a paper "On Sound in its Economic Applica-tions." He gave an account of the organization of the Lighthouse Board of this country. This Board consists of two officers of the army, two of the navy, and two civilians of high scientifi attainment. Three members of this Academy are on the Board. He spoke of the committees on lighting, experiments, etc. Being a member of the ommittee on Experiments, he gave an account of some which had been made at the lighthouse near New Haven, with a view to selecting the best means of using sound for giving warning to ships. They had tried steam whistles, fog-bells, A steam-whistle which had been presented nade a very great sound, which was said to have been heard at the distance of thirty miles. The instrument they found best adapted to their purposes was a fog-trumpet, which gave the most sound in proportion to power, in the best way. Professor Henry stated, as the most surprising fact observed, that the sound was found to reach to the greatest distance in a direction at right angles to the course of the wind, instead of in the direction of the ind, as would naturally be supposed. He hought at first that he must be mistaken, but m nnoung something similar in a French cientific magazine, he constructed an instruient by which he verified his previous observaions. His experiments were still very incom-lete, but he hoped with his instrument to work at some valuable results. Professor Henry addeed a remark as to automatic machines pffered to the Board. None had been adopted except one invented by Colonel Bache of the army, by which the waves dashing into the ower end of a nole in the rock made a trumpet und at the upper end by the column of air riven up. He asked for any suggestions the Academy might have to offer that would be of e to the Board.

The subjects of interrupted sound, and change nd variety of pitch, were brought up; as, also, he question whether sounds of different pitch aveiled at different rates of speed. Dr. B. A. Sould spoke of the experiments of Mr. Boyden, Boston, in this line, and then took occasion pay a tribute to Mr. Boyden's genius, which as little known because of his modesty. Others eke similarly of his inventive mind, careful bservation, etc., and of the great importance per-useing Mr. Boyden to publish his results. Professor Agassiz next spoke 'On the Geo-aphical Distribution of the Fishes in the sters of the Amazon." He found, when he ent there, that about 150 species had been deribed. We have trustworthy information that greatest number seen was not over 230. Now himself had collected spectmens of over 1800 ecies, and he was convinced that the whole imber of species was at least 3000. He spoke the facilities extended by the Government of razil, the Amazonian Steamsnip Company, ad by every one whom he mer, without which e could have accomplished little. Even the hermon were ordered by the Mayors or Presints of the provinces to go ishing for him, ten five or six boats would be about his up, bringing fish which had been speared, shot th arrows, caught in nets or with books, or soned. He thought therefore, that such a lection of fishes as he had brought home uld not soon be seen again. The Emperor of azil.returning from the army on the Paraguay, t for him to talk with him of the Amazon, agine his delight at finding the table covered h dishes tilled with the tishes of the Uraguay. ch the Emperor himself had gathered, and ch he then gave him for comparison. He eved he was not wrong in saying that the sin of the Amazon is the largest freshwater sin of the Amazon is the largest freshwater sin in the world. It flows through a country ree thousand miles long, with a fall of only p fect. As a result of this, the time filling up of the Upper Amazon is six months rlier than that of the mouth. The tributaries rlier such side surply it most in December. the south side supply it most in December, ile those on the north take their turn in June. is is the economy of power in this grand river, which its rise and fall are very much Many of those rivers are tinged h some solution, which he thought to be retable, and which had a blackish color. al lorests were clear. The Amazon is so ite in color that when the Rio Negro pours its black tide it does not change the Ama-The white rather overhes the black, the two colors flow side by side for many es. The average temperature of all these 's is 27 deg. Centigrade, and the range only deg. Centigrade. It would be hard to find a in of such equable temperature. The known s of the Amazon are more than the known s of the Atlantic, while, he might add, the aber of aquatic birds is amazing. He then e of the characteristics of our fishes and of the Amazonian fishes in comparison. most characteristic class is that of the gonio-s, which corresponds to our hornpouts, but more nearly to our sturgeons. There l of sturgeon in the Mississippi river which ery closely allied to them. It is a family of pical distribution. It may be said, is it not sible that these fishes migrate? so that hing could be inferred from their pre-ce in certain localities only. He had keen this difficulty, and had divided his y, making collections on different parts of the for many months at the same time; so that It that his conclusions were not based on fficient knowledge. Another family, which ite numerous, is that of the siluroids. He of no lake or small river in the country h furnished more than 62 species; but in ry small take in Brazil he obtained 300 ies, and from larger lakes and rivers he need still larger numbers. The next ly is that of the chromids. It is almost usively South American, with a tew species trica. He believed the number of wn to exist in the Amazon was 11. He had added 19. Where the bounes of transition in geographical dis-ation of these fishes were, and what were causes of this distribution, he could not say. ad spread his assistants about so that he sure of the fact, but he could not yet go and it. Every prominent type of the ocean its type among these same chromids. He He speak of the habits of these fishes. Many es carry their eggs in the sides of the h like food, or tobacco, if you please. is bury them in holes. There are others in h the eggs become attached to the lower f the abdomen, others sit upon their eggs a bird, one class covering them with the th; the acrated water thus helps to hatch Another family is the carasids, ing to our minnows and herring. But there ne kinds of fish which range all along the on and its tributaries. We cannot tell they should have a general distribution any than we can at present explain the local bution of the others. He spoke of the rence of skates, of cels, of swordfish, etc. ally spent three weeks at the mouth of any sound throug every facility from the dent of the province of Para to see what went into the ocean from the river, or the He did not know a single coddshsh on the coasts of Brazil, nor anything he sculpins. He added that the artist of

diers." Dr. Gould apologized for lack of com-plete preparation, as he had not expected to read to-day. He recalled the fact that he read a read to-day. He realised the fact that he read a paper a year aco on "The Ages of the American Soldiers." He had here the results as the stature of 1,000,000 men. Clerks had been sent to the Adjutant-Generals of the different States, who had importibed from the muster-rolls. The results have shown how much more satisfactory the statistics would be it we had the stature of the earlier troops, who must have been a stur-dier class of men. The rules of the army require that the height shall be given at the nearest one-fourth inch. Yet the number whose height was given in whole inches was four times what it should be, and the number whose stature ended in a half inch was twice too great, showing the tendency of the measurers to take round numbers. Another striking fact developed is that the time of reaching the maxibeight is very much later than is gene rally supposed, being 28 in men born in America. Again, it is found that the height of those at 35 is not so great as that of those at 29 and 30. This he attributed to the consolidation of the cartilages of the backbone. It mucht be said that the height decreases during the day, and that by carrying heavy weights, etc., the height was diminished for a few hours. He thought, however, that the error of this cause must have been eliminated by the great number of mea-surements made at all hours of the day. The surements made at an noirs of the day. The attempts to indicate a rate of growth nave not been found very satisfactory. The sge for maximum stature comes earliest in States where the height is found to be the greatest—an unexpected result. Again, the men of toreign birth were considerably shorter than these of American particles. But correct than those of American nativity. But strange o say, the stature seems to depend more on the place in which they were reared than on that in which they were born. A Massachusetts man reared in lowa is an inch taller. The average height of the first 50,000 of New York troops was 67.4 inches; of the second 50,000, 67.5; of the third, 65.8. He had thought that this third tesuli must be wrong, and had made an unavailing effort to correct it. He finally found that two-thirds of the men composing this espetial count were enlistments in the Navy; so that t scemed at least as it the shorter men preamination of the books of the Navy Department confirmed this result, showng that the sailers are two inches shorter than he soldiers ; while the landsmen enlisted in the Navy were found to be about the same height as the soldiers. The only explanation of this fact that is at all satisfactory is, that the early life on shipbourd hivders growth. The highest stature found was 6 test 10 inches. The men who measured over 6 feet 4, numbered several bundled. He had convinced bimself that these tall men did not wear as well as the shorter, by a great deal. He called attention to the differ-ence in height of the men enlisted for different States. He had computed the average height for each year of age. The years showing the greatest average height were different in the arious States, but those greatest averages were s tollows, in inches;--Maine, 68.6; Vermont, 681; New Hampshire, 7 9; Massachusetts, three ctass s, 67 4, 67 3, 7 3; Rhode Island, 67 5; Connecticut, 67 5; New Cork, five classes, 67.8, 67.8, 65.8 (sailors), 67.2, 7.6; New Jersey, 66.7; Pennsylvania, three

64 5; New Scizey, 66 7; Feinsylvanii, three classes, 67 8, 67 5, 67 6; Ohio, three classes, 68 8, 68 3; 68 4; Indiana, 68 7, 68 6; Mienigan, 67 8; Wisconsin, 67 7; Iowa, 69; Louisiana, 67 3; Minnesota, 68 3; Miesouri, 68 5-senmen, 66 8; average of all, 68, which disposes of many things said in disparagement of American soi diers. The Adjutant-General of Iowa was very reluc-

tant to have the records in his office examined, because he did not wish to have the soldiers from his State appear at a disavvantage, and no muster rolls of the first and tallest troops had been kept. "Those were men worth looking at." he said. Professor Agassiz thought that smaller men

would choose the navy. He said that it took lime to produce large frames, and the West was hmestone region. Dr. Gould said that the limestone theory could not account for the difference in height between the New England States. This most interesting and valuable paper called out many questions and considera-ble discussion. The results of these and other investigations as to the vi al statistics of the Union army, which have been carried on by the Sanitary Commission, are soon to be published. Dr. Howe, of Boston, was invited to slt with Next came Professor Guyot with a paper "On the influence of the hour of the day upon the heights obtained by barometrical measure-ment". He said that the barometric method of measuring mountains had been found altogether the best, but went on to show the drawbacks and uncertainties to which it was exposed, and especially to set forth one source of error and necessity of correction depending on the hour of the day at whice observation was made and varying with the season and month. The amount and theory of this correction were given by him at considerable length, sgid that he was engaged in the prepar sgid that he was engaged in the preparation of tables which should greatly facilitate the use of the barometer for measuring heights, by lightening the labor of calcu-lating the observations and the labor of calculating the observations when made, making it a less than five minutes' job for each observa tion. This he did because he had such faith in the usefulness of barometric observations, and wished to have them undefinitely multiplied and spread all over the country. He had himself measured 1500 heights between the Walte Mountains and Georgia. It was necessary exercise a cautious judgment in choosing the time and circumstances of an observation; it that were properly done, its result could be relied upon with a great deal of confidence. Professor Henry explained the prominent part which Professor Guyot had already, years ago, taken in aiding such observations, by tables which the Smithsontan Institution had published and distributed, and which were now alled for and used all over the world; he hoped that the news and improved tables would be public in the same way. At 1 o'clock the Academy adjournel.

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SALE OF UNITED STATES MILITARY RAIL

OFFICE OF ASST. Q. M. U. S. MIL, R. R.

Will be sold at public auction at Alexandria, Va., on Fill KSDAY, August 23, the balance of United States Miniary Raffrond Froperty remaining on hand at that place, consisting in part as fol-lows:-----Two second-c ass serviceable Locomotive Engines, One Tender Truck, two small | ruck | ars One hundred pairs second-hand Car Wheels

Seventy tons "T" Bailroad Iron (45 lbs, to the yard , nearly new; fliteen Stoves; two flicen-ton Hydraulic Jacks, and ten tons unserviceable Rain-

(25) Twenty-five tons Wrought and Cast Scrap Loops, Broad Axes, Man's, Platform and Courter Scales, Lanterns, Oars, Desks, Tables, and a va-

riety of other articles; also, Nine Frame Buildings Sales to commence at 10 o'clock A. M., at the Billitary Railroad Wharf, where the Locomolives, Kailroad Iron, and Car wheels are stored. The balance of the articles will be so d at the Railroad Supply Store, hear the Orange and Alexandria Dono.

Will be sold at Pitisburg, Pa., at eleven o'clock A. M., on IUE, DAA, August 25, Eleven new Box Cars, five feet guage; Pennock & Co., Kennett Square, Chester county, Penna.,

Terms-Cash, in Government funds,

Any further information relative to the property will be turn shed on application at this office

F. J. CRILLY, 878w Byt. Major and A. Q. M., U. S. Army.

TUELEGRAPH MAJERIALS AT AUCTION. CHIEF QUARTERNASTER'S OFFICE,

Will be sold at public auction, under the direction of Bravet Ligutenant Coronel James M. Moore, As-

sistant Quartermaster, at Warehouse on G street near Twintien street, Washimaton, on ThURS DAY, August 30, at 10 A. M, the following Tele DAY, Acpust 30, 81 10 A. a. period of the second second

1 Platform Scale 199 Insulators, block. 1 Coal Stove, with ripe. 10 Crowberg. 4 Cuturg Luters. 2 Dial Handles. ) nammers. 23 Tool Boxes. 44 - ull Reels. 7 Oilers. Franing Knives. Empty Reels. I argo Keel Stands. S Sunall Reel Stands. Reel Stanos. 16 Reel Stands, delivery, 6 Rutber Cement Flasks, 6 Reel Handles 8 Soldering Acid Bottles 8 Lurber Sleeves, 81 m. 6 Lurber Genry, 81 m. 8 Large Genry, 82 m. spools Copper Wire, No. 50 Large Gear. 6 small Gear. 8 Rices. 72 Notices and Straps. pounds Gutta Percha (in shee s) 288 Jumbiers for Battery 117 Iron Spikes. 244 Forous Cups. 31 Insulated Bending 162 (13) oz A. o. d.) Pla- Screws.

Screws. 29 Rubber Rings.

OX POPULI. RIGHT'S TAR SYRUP

MEDICAL.

PRINCIPAL DEPOT. , 771 South THIRD Street rice, \$1'00 per Bottle; \$5'00 for balf-a-dozen.

Mr. William B. Wright:-Sin:-We take bleasure in recommending your ITAb SYRUP (of which we have already soil considerable syRUP (of which we have already soil considerable interviews as a most excellent and efficientous remedy for the complaints set torth in your printed bill already submitted to the public. As a stratifying not to suffering humanity we will observative recommend your prevars tion to all afficient with diseases which it is designed to cure. Yours, etc., DILKS & SON, Dringsets, N, E, corn: r Pine and Sixth streets.

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For sale miso at JOHNSON, HOLLOWAY & COWDEN S, DYOTT & CO'S, A nd all principal Druggists and Dealers.

The subscriber would beg leave nurther to sav that he is property to ful orders and forward the Syrup to any part of the country. Persons desiring other infor-mation by that will inclose a postare stand answer, will be reinfind as soon as the exigencies of business will admit Address Will take a

320 No 7718, THIRD Street, Fhiladelphia, Pa.

#### GLAD NEWS

FOR THE UNFORTUNATE. BELL'S SPECIFIC REMEDIES

Are warranted in all cases, for the SPERDY and PREMA SEAT UPLE of all diseases arising from excesses or YOUTHFUL INDISCRETION Emissions, Gential, Physical and Nervous Debility, Im-

NO CHANGE OF DIET IS NECESSARY.

NO CHANGE OF DILLT IS SECONDARY They can be used without descripe, and never fall to effect a Cure, if used according to instructions.

BELL'S SPECIFIC PILLS.

BELL'S SPECIFIC PILLS, Price One Dollar per Box, or Six Bexes for Five Dol-latry also, Large Boxes, containing Four small, Price Three Dollars. Frim four to six boxes are generally required to cure ordinary cases of Seminal Weakness, though bonefit is derived from using a single box In Chrome Cases, and particularly when Impotence or Genital Debility with Nervous Prostration has or Geiltai Debili, affected the system.

BELL'S TONIC PILLS

Are recommended as the most 1 fileacious, Rejuvenating, sud invigorating Remody in the word. A Fackage File Five Dollars, will last a month, and is general y sufficient. In extreme cases of Debliity and Impoten

BELL'S EXTERNAL REMEDY.

Price Two Dollars, sufficient for a month, can be used The role role points, sumetent for a month, can be used to good advantage. It sives Strengta to the Organs and, with the Pills, will restore them to their normal condition. A Famphier o 100 pages on the ERAORS OF YOUTH, designed as a Lecture and Cau ion to Young Men, sent tree. Ten Cents required to pay postage.

It you cannot purchase BELL's SPECIFIC REMEDIRE of your Dungelst, take no other, but send the money

DR. JAMES BRYAN, Consulting Physician, No 819 BROADWAY, New York And you will receive them by return of mail post paid, and nee from observation. For sale by DYOTT & Co., No. 232 N. SECOND Street.

RAILROAD LINES. R E A D I N G R A I L R O A D GREAT TRUNK LINK, ROM PHILADELPHIA TO THE INTERIOR O PENNYLVANI, THE SCHUYLRIL, SUBQUE HANNA, UMBERLAND AND WYOMING VAL-LEYS, THE NOETH, NORTHWEST, AND THE CANADAS SUMMER ARBANGEMENT OF PASSENGER TRAINS, June 4, 1835 Leaving the Company's Depot, at THIRTEENTH an CATLOWHILL STREET, Philadelphia, at the follow n fours:-

CATLOWHILL Streets Philadelphia at the follow n hours :-MORNIN4 ACCOMMODATION. At 7:30 A. M. for Reading and intermediate Statio MORNIN4 ACCOMMODATION. At 7:30 A. M. for Reading and intermediate Statio MORNING EXPRESS. At 5:15 A. M. for Reading and intermediate Statio MORNING EXPRESS. At 5:15 A. M. for Reading, Lebanon. Barrisbury, Pot Ville, Finegrove Tamaqua, Sunbury, Williamspo Elmira, Rechester, Niasarra Fala, Buffulo, Aleniow Wikesbare, Pittston, York, Carlisle, Chambersbur Hagerstown etc. etc. This train connects at READING with East Penn-vybunks Railroad trains for Allentown, etc., and the Leban, Valley train for Harrisburg etc.; at PORT CLINTON with Catawissa Eastroad trains for Wil-Hacorstown, etc. etc. This train control of Harrisburg etc.; at HARRIS-FUKG with Northern Central Cumboriand Valley, and Schwikhi and Susquehanna trains for Northumberland, Williamsport, York Charbersburg, Flogtove, etc. AFTER 00 & KATPRESS Leaves Philindelphia at 5:00 P. M.; arrives trains for Fluidelphia at 5:00 P. M.; arrives trains tor Fluidelphia at 5:00 P. M.; arrives more raining at Fluidelphia at 5:00 P. M.; arrives median at 1:55 P. M. Trains for Fluidelphia leave Harrisburg at 5:10 A. M. Mid Schwille at 2:45 P. M., arriving in Philadelphia at 5:00 P. M.; Atternoon trains for Common to Philadelphia at 1:40 P. M. Attennoon trains for Mon Thur, arrives mediant at 2:55 P. M. And Pot sville at 2:55 P. M. ARTINE for Huiladelphia at 5:00 P. M.; arrives the ARTISBURG ACCOMMODATION. EARINGENE at 2:55 P. M. ARTING the Marine for Philadelphia at 1:00 P. M. Attennoon trains for Mon Philadelphia at 1:00 P. M. Attennoon trains for Mon Philadelphia at 1:00 P. M. Attennoon trains for Mon Philadelphia 1:10 P. M. Attennoon trains for Mon Philadelphia

at 645 P. M. EARRISBURG ACCOMMODATION, Leaves Reading at 730 A. M. and Harris-urg at 410 P. M. Cosneeling at Reading with Alterboon Accom-mediation south, at 656 P. M., arriving in Philadelphia 516 P. M.

michallon south, at 6:30 P. M., arriving in Philadeiphia 5:16 P. M.
 Market train, with passenger car attacned, leaves Philadelphin at 12:45 noon for Reading and all way stations. Leaves keeding at 11:30 A. M. and Downingtown at 12:30 P. M., for Philadelphin and all way stations. At the above trains run daily, sundars excepted. Sumary trainsleave Potisville at 8:00 A. M. and Philadelphia at 7:15 P. M. Leave Philadelphia for Reading at 8:00 A. M. and Philadelphia at 7:15 P. M. Leave Philadelphia for Reading at 8:00 A. M. and Philadelphia at 7:15 P. M. Leave Philadelphia for Reading at 8:00 A. M. and Philadelphia for Reading at 8:00 A. M. at 4:15 P. M. CHIS ER VALLEY RAILROAD
 Passenters for Dow ningtown and intermediate points take the 7:50 and 8:55 A. M. and 5:6 P. M. trains from Philadelphia, returning from Downingtown at 6:35 A. M. and 12:30 noon.

Philadeiphia, returning from Downingtown at 6 35 A. M. and 12/3° DOR.
NEW YOEK EXPRESS FOR PITTSBURG AND THE WEST.
Leaves New York at 9 A M., and 808 P.M., passing Bending at 145 and 11 53 A. M and 148 P M, and connecting at 145 and 11 53 A. M and 148 P M, and connecting at 145 and 11 53 A. M and 148 P M, and connecting at 145 and 11 53 A. M and 148 P M. and connecting at 145 and 11 53 A. M and 148 P M. and connecting at 145 and 11 53 A. M and 148 P M. and connecting at 145 and 11 53 A. M and 148 P M. and connecting at 145 and 11 53 A. M and 148 P M. and connecting at 145 and 11 50 A. M. and 148 P M. and connecting at 145 A. M. and 915 P. M., passing Reading at 449 and 16 52 A M. and 1930 P M., and arriving in New York at 10 A. M and 245 F. M. Sleeping cars accommany these cains through netween Jersey City and Pittsburg, with out change.

nt change. A mail train for New York leaves Harrisburg at 216 P. A mail train for New York leaves Harrisburg at 2 10 °. M. Mail train for Harrisburg leaves New York at 12 M. SCHUYLKYLL VALLEY R ATLEOA 19 Trains leave Foitsville at 7 and 11:30 A. M., and 7:18 F. M. returning from Tamaqua at 7:55 A. M. and 1:40

416 H F. KENNEY, Superintendent. TOR NEW YORK.-THE CAMDEN AND amboy and Phianelphia and Trenton Kaliroad omtain's Lince. FROM THILADELPHIA TO NEW YORK and Way Finces, from Walnut Street What, will leave as follows, vizi-At 5 A. M., via Camden and Amboy, Accommoda 100. SCHUYLKILL VALLEY EALROAD
Trains leave Poinsville at 7 and 11:00 A. M., and 7:15
1. M. returning from "amagina at 7:55 A. M. and 1:40
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SCHUYLKILL AND SUPQUEHANNA RAILROAD,
Transleave Auburn at 7:50 A. M. for Pinegrove and
Barisking and 1:60 P. M., for Pinegrove and Treamont,
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Through first-class tickets and emigrant lickets to all
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COMMULATION TICKETS
At 25 per cent. discount, between any points desired,
for families and firms.
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Stations culy at 315

**RAILROAD LINES.** 

DHILADELPHIA, WILMINGTON, AND BAL

7

PHILADELPHIA, WILMINGTON, AND BAL TIMORE BAILBOAD, TIMORE BAILBOAD, TABLE TABLE. Commencing MONDAY, July 3, 1995. Trains will lea & Depot. corner of BROAD Street and WASHING-TUN Avenne, as follows:--Express Train at 4 15 A. M. (Mondays excepted), for Bellinore and Washington stopping at Chester, Wil-mington, Newark, Elkion, Northeast, Parry ville, Havre, de Grace, Aberdeen, Perryman's, Magnolia, Chase's and Stummer's Run. Way Mail Train at 8 15 A. M. (Sundays excepted), for Belatumore, stopping at all regular stations between Phil-indelphis and Baitmore. Delaware Railroad Train at 9 A. M. (Sundays ex-cepted), for Princess Anne, Milford, and intermediate stations.

stations. Express Train at 11:45 A. M. (Sundays excepted), for Baitmore and Washington. Express Train at 3 P M. (Sundays excepted), for Bat-timore and Washington stopping at thester, Clavmost, Wilmington, Newars, Fikton, Northeast, Perryville, Havie de Grace...aberdeen, Perryman's, Edgewood, Mag nolla, Chase's, and Stemmer's Rua.] Night Express at 11 P. M., for Baltimore and Wash ington.

acton. Passengers by Boat from Baltimore for Fortress Mon-ce. Norticlk, City Point, and Richmond, will take the

VILMINGTON ACCOMMODATION TRAINS,

Stopping at all Stations between Philadelphia and Wil-

Stopping at all Stations between Philadelphia and Wil-mington.
 Leave Philadelphia at 9 A. M., 12 30, 4 30, 6, and 11 30
 P. M. The 4 30 P. M. train connects with Delaware Railroad for Harrington and intermediate stations.
 Leave Wimmington at 6 30, 745 and 930 A. M., 4 and 630
 P. M. The 715 A. M. train will not stop at stations between Chester and Philadelphia at 9 A. M., 4 30 ato 6 P. M.
 Theore F. M. The The ALL Stations between Chester and Philadelphia at 9 A. M., 4 30 ato 6 P. M.
 THEOUGH TRAINS FROM BALTIMORE Leave Winnington at 11 A. M., 436 and 10 P. M.
 CHENTER FON PHILADELPHIA.
 Leave Chester at 7 28, 755, 10 14 and 11 40 A. M., 443, 5610, 726 and 10 Se P. M.
 FROM BALTIMORE TO PHILADELPHIA.
 Leave Chester 7 75 A. M., Way mull. 970 A. M., Express. 710 P. M., EXPRESS. 653 P. M., Express 825 P. M., EXPRESS

Leave Unfillion T. M., Express. 635 P. M., Express. 825 P. M., Express. Leave Chesternt 440 and 852 A. M., and 738 P. M. Leave Windington at 523 and 933 A. M. and 435 P. M. Leave Windington at 523 and 933 A. M. and 435 P. M. Freight Trains with Passenger Cars attacode will leave as follows i.- Windington for Perry ville and intermediate stations at 665 P. M. Buildmore for Havre de Grade and Intermediate stations at 465 I. M. Perryville for Wil-mington and Infermediate stations at 4/20 A. M. com-peting at Wilmington with 74b A. M. train for Palla-de phia.

Becching al. Wilmington with 7:15 A. M. train for Phila-de phia.
 SUNDAY TRAINS.
 Express Train at 4:15 A. m. for Baltimore and Wash-ington stopping at chester, Wilmin, ton, Newark, Elk-ton, Nor heavt Perryville. Havre-de-Grace, Aberdeen, Perty man's Magnola, chase's, and stemmer's Run.
 Night Express, if P M for Baltimore and Washington Accommodation Train at 11:30 P. M. for Wilmington and Intermediate stations.
 EAL'11MORE FOR PHILADELPHIA.
 Leave Haltimore at 8:25 P. M. stopping at Havre-de-Grac, Perryville, and Wilmington. Also stops at Elk-com and Newark to take passengers for Palladeipnia and leave passengers from Baltimore or Wash-ington.

incron. Accommodation Tram from Wi mington for Philadel this and intermediate stations at 5 '0 F. M. 416 H. F. KLNNEY, Superintendent.

excepted 11 A. M., 3 3:30 4:30, 5, and 6:45 P. M a d

At 7:00 and 11 A. M., 3 3:30 4:30, 5, and 6:45 P. M. a. d. a trinight for Bristol. Trenton. etc. At 7: and 10:15 A. M. 12 M. 3 4.5 and 6 P. M. for Corn-we 1's Terrisdiale Holmesburg. Tacony, Wissinoming. Bridesburg. and Frankford, and an 10:15 A. M. 107 Bridesburg. and Frankford, and S. M. 107 Holmes-burg and intermediace stations. At 7: 30 A. M. and 3:30 P. M. for Ningara Falls, Buffalo, Dunkirk (anandalpin, Elmira, Hibaca Owego, Ro-chesser Bin, henpion, Cawego Synachse Great Bend, Montrose Wilkesburge. Lambarty Henrich, Mathematica etc. The 3:50 P. M. Line connects direct with the trails leaving Easten for Manch Chunk, Allentown, Bethle-bern etc.

hem etc. At 5 F. M. for Lambertville and intermediate stations. June 1, 1866. WILLIAM H. GATZMER, Agent.

DENNSYLVANIA CENTRAL RAILROAD.

xpedition had prepared psintings of 800 water fishes, and of 300 species from the . If Prefessor Henry could let him o volumes of the Smithsonian publications, let him d the material wherewith to do it. fessor Henry spoke of the great value to

be of Professor Agassiz's explorations, of acilities afforded by the authorities of 1, and of the duty of the Academy to take a showing its appreciation of and grail for their kindness. Professor Pefree paid oute to Professor Agassiz's modesty, per-influence, worth, and scientific character, muittee to take into consideration and t upon the action which the Academy d take in showing such appreciation and

ude will be appointed. B. A. Gould was next in order with a on the "Stature of the American Sol-

REGISTER'S NOTICE. —TO ALL CREDI-tors. Legates, and other persons interested. Notice is hereby given that the following named per-sons did, on the dates affixed to their names, file the accounts of their Administration to the estates of those persons deceased, and Guardians' and Trustees' accounts whose names are undermentioned. In the office of the Register for the Probate of Wills and granting Letters of Administration in and for the City and County of Phila-dephia: and that the same will be presented to the Orphans' Court of said City and County for confirma-tion and allowance, on the third FRIDAY in Augusti-nest, at 16 o'clock in the morning, at the County Court House in said city.

Bolley Danlel Smith, Administrator d. b. n. of JACOB, otherwise JAMES K. FOLK, decensed
30, Feter D. Myors. Administrator of MARY A FICHON, decensed.
30, A. H. Warthman an George Ford, Executors of WILLIAM FORD, decensed
30, Ann Thompson, Administratrix of WILLIAM THOMPS JN, decensed
30, Agnes G. WILLIA Constraints of THOMAS MILLS, decensed. decensed. July 2, William B. Wright and Jonathan J. Morrison Executors of CHARLES WRIGHT, de " 2, George W. Conover, Administrator of Wil-LIAM B. CONOVER, deceased LIAM B. CONOVER. deceased
3. Mary Nagle, A. ministratrix d. b. b. c. t. a. of JOHN GOODHAR, deceased.
4. Ann Graham and John Bryden, Executors of JANE GEAHAM, deceased
5. Rearb M. Decearet, Administrator of JACOB HEL'S, deceased.
6. Ghenry M. Decearet, Administrator of JACOB BEE'S, deceased.
7. Sarah Roberts. Administrator c. t. a. of SUSAN LEONARD deceased.
7. William B. Robbins, administrator c. t. a. of SUSAN LEONARD deceased.
12. William H. Seeley and Lemmal 4. Justice, Administrators of JOSaPH JUSTICE. deceased.

13, Pres ey Blakiston and Henry M. Dechert, Ext ecutors of (HOMAS S TAYLOR, deceased.

a, Prese ey Ruaristoù and Pielly S. Dechert, F.X. ecutors of i HOMAS S TAYLOR, deceased.
 atha Notman and Joseph A. Clay, Exceut-tors of JOHN NOTMAN. deceased.
 B, Elizabeth Suyder, Executrix of DANIEL #NY-DER, deceased.
 Mark Devine and Catharine McAiee. Execu-tors of THOMAS MCAILE. deceased.
 Chavies Harbert. Executor of ISAAC HAR-BERT, deceased.
 Chavies Harbert. Executor of ISAAC HAR-BERT, deceased.

John Esray, Jr. and Philip S. Fsray, Executors of JOHN ESRAY deceased
 Archer W. Clowes, Executor of ELLEN CLOWES, dec. acd
 Pensylvania Conversion

CLOWES, dec aaed 24, Pennsvivania Company, for Insurance on Lives, Etc., Admibistrators d. b. n. c. t. a. of ALEXANDER TOWAR, deccased 26, Robert & artin, Executor of EDITH PAYN-cas, "ER, deceased.

 1 E.R. deceased.
 26. Joseph Eneu, Executor of Rev. CAJETAN MARIANI deceased
 26. George Truman and Edward Hopper, Executors of SAR (H PE & SON, deceased.
 27. H. FREDERICK M. ADAMS, Register. 7 17 40

 173 oz. A. o. d. Platina 60 cells Portable Field
 https.
 230 pounds Mercury.
 203 Zincs for Grove Bat-Strips.
220 pounds Mercury.
200 pounds Natic Acid.
6 carboys Sulphuric Acid.
6 Empty Mercury Flasks ircn), with Sercey Wrenches, Serew Driv-Sould field and out 2300 Insulators, Bracket, 250 Insulators, Bracket, Co Empty Carboys Terms—Cash, in Government funds. Ten days will be granied purchasers in which to

remove their goods. D. H. RUCKER, Bvt. Maj. Gen. and Chief Quartermaster, 19t Depot of Washington, D. C.

S 7 19t A SSISTANT QUARTERMASTER'S OFFICE PHILADELPHIA, Va., August 8, 1835.

LARGE SALE OF GOVERNMENT HARNESS, RIDING SADDLES, ETC. Will be sold at Fublic Austron, at the United States Government Warehouse, HANOVER Street what, Philadelphia, Pa. on SAIURDAY, August 18ta, and WEDNESDAY, August 22d, 1866, commencing on each of the days specified at 10 officies A. M. or on each of the days specified at 10 o'clock A. M., n Lead Mule Harness, worn, sets of. Wheel Mule Harness, worn, sets of. Wheel Ambulance Harness, worn, sets of. McUlcian raddles, worn.

Collars, & sorted (Mule an., Horse), worn. Wayon Bridles, worn. Wagon Suddles worn end Halters and Chains, worn,

Head Haiters and Chains, worn, Neck 3 raps and Chains, worn. All this Harness is minde of the best materials strong and serviceable, and was carcually inspected when pure-ased by the Government, and is now fold locause the war is cafed, and is no longer

needed for the army. Radicads, Passenger Railroads, and Express Com-paries, Manufacturers, Farmers, and Harness Deal polices, Manufacturers, Farmers and Harners Deal-crs are respectfully is yited to attend this sale. Such an opportunity will not occur again. It is probably the last large lot of Government Harness that will be sold in this city, and will not bring acything blie its true whue. Another more may be made by muchasers reselling and disposing of the same in the West and elsewhere. TERMS OF SALE -Cash in Government funds, a deposit of twenty-five per cent to be paid on every accepted bid, the balance within twenty-four hours after the sale.

hours after the so e. All articles purchased must be removed within two days from date of sale. By order of

By order of Brevet Brig Gen. G. H. CROSMAN, Assis ant Quartermaster-General U. S. A. GEORGE R. ORME, 8711t Evi. Major and Assistant Quartermaster

A COLION SALE OF GOVERNMENT PRO-On WEDNESDAY, August 15, 1866, commencing at 10 o'clock A. M., will be sold at public auction at the Government Warehouse, corner of FIRST Street and the LEVEE Louisville. and GARRISON EQUIPAGE, consisting in part of :-97s Camp Kettles, 502 Mess Pans, 845 Great Coats 825 Grea: Coat Straps, 4 prs M'td 5420 Shater Tents, 7 Flannel Shirts, 109 E II Fents, 8 Woollen Blankets, 1106 Wall Tents, 9 Rubber 677 83 prs Iniv Trowsers, S4 prs M'td Rubber " Rub'r Teut Ponchos, 11 Sibley Tents, Sil6 Kiapsacks, 561 Hospital Tents, 78 Haversacks, 267 Terms-Cash in United States Currency. Property to be removed on day of sale, at risk o By order of Colonel R. C. Rutherlord, Depo Juartermaster, J. H. BELCHER, 8810t Captain and A. Q. M. Quartermaster. 8 8 10t

SAMARITAN'S GIFT!

SAMARITAN'S GIFT! THE MOST CERTAIN REMEDY EVER USED.

" YES A POSITIVE CURE," For Generrizea, and all Diseases Arising from

Youthful Indiscretion.

Contains no Mineral, no Balsam, no Mercury, Only Ten Pills to be taken to Effect a Cure.

They are entirely vegetable, having no smell nor any unperson taste and will not in any way injure the atomach or bowels of the most delicate, unres in from two to four days, and recent cases in

Sent by mail. Frice, Mate prekages, \$2. Female, 53

SAMARITAN'S ROOT AND HERB JUICES.

The Great Blood Purifier, and Remedy for

Scrofula, Ulcers, Sores, Spols, Tellers, Scales, Boils, Syphilis, Elc.

For syphills the Samaritan's floot and Herb Juices, is the most poten and effectual remedy over creserided, it reaches and eradicates every particle of the veneroa-polson. Will remove every vestige of impurities from the system, as well as all the bad effects of mercury 1 rice \$1'25 per bottle.

#### SAMARITAN'S WASH

Is. in case of Syphills, used in conjunction with the Root and Herb Juices Fail directions. Price 25 cents.

The old sickening and discusting drugs have to give way to remedies purely vegetable, pleasant to the laste, and A FORTIVE CURE. bold by DEMAS BARNES & CO., No. 21 PARK NOW and by Druggists

D' SA OND & CO., Proprietors, No. 915 BACE Street Philadelphia.

### WHISKY, BRANDY, WINE, ETC.

## CHESNUT GROVE WHISKY.

No. 225 North THIRD Street. It anything was wanted to prove the absolute purity of this Whisky, the following certificates should do ft There is no accoholic stimulant known commanding suce econtactocation r one such high sources:--PHIADELFHA, September 9, 1884 We have careally tested the sample of CHESNUT ULIOVE WHISKY which you send us, and find that hi contains NONE OF THE POISONOUS SUBSTANCE known as yten of the which is the characteristic and injurious in product of the which is ingeneral use. No. 225 North THIRD Street.

erecient of the which is the characteria use. arecient of the which is in general use. BOOTH, GAERETT & CAMAC, Analytical Chemists

Analytical Chemists NEW YORK September 3 1858 I have snalyzed a sample of CHESNUT GROVE WHISKY received from Mr Charles Wharton, Jr., Thin celphiat and having carefully tested it, I am pice sed to state that it is entire y pine prom POISONOU on chiarinous substances. It is an unusually pur and the davored guality of whisky. JAMES R CHILTON, M. D., Analytical Chemis Boston, March 7, 1859

119m

Bosron, March 7, 1859 i have made a chemical analysis of commercial sam olts of ULENNUT GROVE WHISE Y, which provests be tree from the heavy Fuell Oits, and perfectly pure an unsoluterated. The fine flavor of this whicky is derive root the grain used in manufacturing it. Kespectfully, A. A. HAYES, M. D., State Assayer, No. 16 Boylston street. BOSTON, March 7, 1859

For saie by carret, demijohn, or bottle at No. 225 Norm FHIRD Street Philadelphia. 43

M. NATHANS & SONS IMPORTERS

BRANDIES, WINES, GINS

Etc. Etc. No. 19 North FRONT Street.

PHILADELPHIA. MOSES NATHANS. HORACE A. NATHANS. ORLANDO D. NATHANS.

Leave Norristown SA, 7, 750, 9, 11 A., 1M., 1M., 1M., 65, 17 d. 8 P. M., train will stop at School Lane, Wissa bickon, Manayunk, Spring Mill, and conshohocken only ON SUNDAYS.
 Leave Phi acelonia 9 A. M., 2M. 4 and 7% P. M. Leave Phi acelonia 9 A. M., 15%, and 9 P. M. FOR MAXAYUNK.
 Leave Philadelphia 6 S30 munitos, 11 69 A. M., 1M, 45, 5M, 69, 845, and 11 M. P. M. Leave Manayonk 5A, 7%, 820 9%, 11N. A. M., 2, 5 636 M. J. M.

[5] P. 13.
 ON SUNDAYS.
 Leave Philadelphia 9 A. 21, 25, 4, and 75 P. M.
 Leave Manayunk 75 A. M. 15, 6 and 95 P. M.
 W. S. WIFCOX, General Superintement, (Performance) Philadelphia

NORTH PENNSYLVANIA RAILROAD.-For BETHLEHEM DOYIESTOWS, MAUCE BUNK, EASTON, WILLIAMSPORT, and WILKES

BARREL. At 7 20 A. M. (Express), for Bethlehem, Allentown Manch Chunk, Harleion Williamsport, and Wilkes

Arre. At 3:49 P. M. (Express) for Bethlehem, Easton, etc., reaching Laston at 6:45 F. M. At 515 P. M., for Bethlehem, Allentown, Mauch

Chunk. For Doylestown at 835 A. M., 230 and 415 P. M. For Fort Washington at 10 A. M. and 11 P. M. For Lansda's at 515 P. M. While cars of the Second and Third Streets Line City Tassenger Cars run direct to the depot. TRAINS FOR PHILADELPHIA, Leave Bethiehem at 625 A. M. and 1275 Noon, and 15 P. M.

Leave Bethiehern at 625 A. M. and 1225 Noon, and 515 P. M. Leave Doy cetown at 640 A. M., 215 and 530 P. M. Leave Lansdaie at 640 A. M., 215 and 530 P. M. Leave Fort Washington at 1930 A. M., and 215 P. M. ON SUNDAYS. Philadelphia for Doylestowp at 230 P. M. Poliadelphia for Doylestowp at 230 P. M. Doylestown for Philadelphia at 720 s. M. Bethiehern for Philadelphia at 430 P. M. Torough Tickets must be produted at the ticket officen THI RD Street, or BERES Street. 521 ELLIS CLARK, Agent.

WEST JERSEY RAILROAD LINES, FRO toot of MARKET Street (Upper Ferry), con-mencing MONDAY, July 16, 1886 Leave Philadelphia

ollows:--For (ape May, 9 A. M., Mali; 2 P. M., Accommodi-lon: 4 P. M., Fast Express For Bridgeton, Salem, and Intermediate points, 8 A. 5, and 3 30 P. M. For Milivine, and intermediate points, 8 A. M. and 2 M.

P. M. Woodbury Accommodation, 6 P. M. RETURNING : Leave Cape May at 630 A. M., Mail; 9 A. M., Fast Ex-ress 5 P. M. Express Teave Bridgeton 7 15 A. M. and 350 P. M. Freight 30 P. M.

10 P. M. Leave Salem 7 A. M. and 3'05 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 Wharf below Wahut street, from 760 A. M. until 5-00 P. M. That received before 9 CO A. M. will go through the same

Freight Delivery, No 228 S. DELAWARE Avenue J. VAN MENSSELAER, Superintencent

J. VAN RESSORTATED, Superintendent. The West Jersey Express Company will attend to all the usual branches of Express business. A Special Mes-senger accompanies each through train. Office No.5 WALNUT Street Philadelphia. 72

1866 -PHILADELPHIA AND ERVERAIL 72 1866 -PHILADELPHIA AND ERVERAIL ern and Northwest Counties of Pennsylvania to the city of Frie on Labs Frie 1t has been ieased and is operated by the Pennsylvania Halirond Company. TIME OF PASSENCE RAIL TRAINS AT PHILADELPHTA. Arrive Eastward-Rrie Mail Train, 7 A. M.; Erie 6X press Train, 1 P. M. Leave Westward-Erie Mail, P. M.; Erie Express Train 12 M.

Leave Westward-Erie Mail, P. M; Erie Express Train 12 M. Passenger cars run through on the Erie Mail and Ex-press trains both ways between Philade phia and Erie NEW YORK CONNECTION. Leave New York at 9 A. M. arrive at Erie 9 50 A. M. Leave Frie at 445 P. M. arrive at New York 410 P. M. Eise ant Sheening Cars on al the blgat trains. For information respective passenger business, apply at corner THIRTIE II and MARKET Streets, Phila. And for irrelat business, of the Company's Agonts, 8. Excession Jr. corner Thirteenth and Market streets. Philadelphia: J. W. Reynolds, Erier William Brown, Agent C. C. R. R. Baltimore. H. T. HOUSTON, General Preight Agent, Phila. A. L. TYLER General Sup t. Williamaport.

WALTER PRESS AS, Freight Agent, No. 226 S. DELAWARE Avonue, Fulladelphia ORANGE AND ALEXANDRIA RAILROAD. On and atter MONDAY, February E. two daily prains will run between Washington and Lynchoury, connecting at Gordonsville wild Virginia Central Rail-road trains to and from Richmond as follows :--MAIL TRAIN. Lave Washington daily (bunday excipted), at 646 A. M. and sritve at Lynchburg at 545 P. M. Leve Washington daily (bunday excipted), at 646 M. M. and sritve at Lynchburg at 545 P. M. Leve Washington daily (bunday excipted), at 646 M. M. and sritve at Lynchburg at 546 P. M. Leve Washington daily (bunday excipted), at 646 P. M. and arrive at Lynchburg at 640 A. M. and srite at Lynchburg at 640 A. M. and arrive at Lynchburg at 640 A. M. and arrive at Lynchburg at 640 A. M. and arrive at Washing ton the flow the flow the fact that it passes the new historic localities of Pairfax, Buil Run, Manassas, Briss-toe, Catett's, Reppahamoek, Calpeper, Orange, and gordonwille, places of imperishable interest in the moular infid. Though thetes to all points South and Southwest may be had in Boston, New York, Philadelphis, and Baltmore, and at the chease of the front my Kehmiter

Alter J. Heiser Market Street According to the Angle Angle

be sent with each tech is and the share been made for the N. B.-Increased is of the stock. Drovers are invited to try the route. When stock is jurnished in quantities of two carloads or more, it will be delivered at the foot of For-tich street near the Drove Ward, or at Fier No. 1. North River, as the shippers may designs to at the time of shipped.

For terms, or other information, apply to For terms, WALTER FREEMAN, Freight Agent, No. 226 S. DELAWARE Avenue, Philadelphia

opular mind. Through tickets to all points South and Southwest any be had in Bosion, New York. Philadelphia, and altimore, and at the usises of the road in Wächmeters Alexandria W. H. MCCAFFERTY. General Supe intendo

Balth