ALLE TRIDUE STATISTICS AND DELLET A DELLET DELLET DELEVAN ADDRESS ADDRESS THE DAILY EVENING TELEGRAPH.-PHILADELPHIA, FRIDAY, AUGUST 24, 1866.

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cute property, and, after passing through several hands, was in the possession of a gen-tleman near Bristol when engraved for Shaw's Ancient Furniture," in 1836. In the Douce Collection of the Bodleian Li-

brary, Oxford, there is figured in a manuscript of the fifteenth century a cradle, with the baby very nicely tucked up in it. The cradle resem-bles those of modern date, and is upon rockers. Another illustration of the same period shows us a cradle of similar form, the "cradle, baby, and all" carried on the head of the nursery-maid-a caryatic style of baby-tending which we cannot suppose to have been universal. The inventories of household furniture belonging to Reginald de la Pole, after enumerating some bed-hangings of costly stuff, describe :-- Item, a pane" (piece of cloth which we now call counterpane) "and head-hete for ye cradell, of same sute, bothe furred with mynever"-giving us a comfortable idea of the nursery establishment in the be fa Pole family. The recent discovery in England of that wolch tradit on avers to be the toub of Canute's little daughter, speaks of another phase in nursery experience. The relics, both of the cradle and the grave, bear their own record of the joys, cares, and sorrows of the nursery in vanished years, and bring near to every mother's heart the baby that was rocked in the one, and the grief which came when that little form was given to the solemn keeping of the other .

A miniature in an early manuscript called "The Birth of St. Edmund," gives us a picture of a bedroom and baby in the diffeenth century. St. Edmund himself was born live hundred years previous to that date; but as saints and sinners lock very much alike when they are an hour old, we can imagine that, as far as the baby is concerned, it may be considered a portrait. A pretty young woman, in a long white gown, whose cap looks like magnified butterflies? wings turned upside down, sits on a low seat be-fore the blazing woodure burning on great audrons in a wide preplace, which, instead of a mantelpiece, has three menes for ornamental vases e holds the baby very nicely, and, having warmed his feet, has wrapt him in a long white garment, so that we see only his little head in a plain night cap, surrounded indeed by gilded nimbus of his saintship, which we was not of a tangible substatice, as it would have been an appendage very a wk ward for all parties concerned. The mother reposes in a bed with high posts and long curtains. She must have been a woman of strong nerves to have borne the sight such stupendous head gears as those in which her attendants are ind-noo-lding over he self and baby, or to have supported the weight of that which she wears by way of night-cap. One nurse raises the lady, while another, who, from her showy dress, appears to be the head of the department, offers a tall, elegant, but very inconveniently shaped goblet, which contains, we presume, mediaval gruel. The room has a very contortable aspect, from which we judge that some babies in those times were carefully attended.

Many centuries ago a young woman sat one day among the boys to whom she had come, as their tather's bride, from a foreign land, to take the name and place of their mother. She showed to them a beautiful volume of Saxon poems, on of her wedding-gilts-perhaps offered by the artists of the court of Charles le Chauve, of whose skill such magniticent specimens yet

As the attention of the boys was arrested by the brilliant external decorations, Judith, with that quick ins inct for the extension of know ledge which showed her a true descendant of Charlemagne, promised that the book should be given to him who first learned to read it. Young Alfred won the prize, and became Alfred the Great.

We are brought near to the presence of a woman of the Middle Ages when we stand be-side the monument of Eleanor of Castile, queen of Edward I, in Westminster Abbey. The figure is lifelike and beautiful, with flowing drapery folded simply around it. The countenance, with its delicate features, wears a look of sweetness and dignity as fresh to-day as when sculptured seven hundred years ago. The hair, confined by a coronet, fails on each side of her face in ringlets; one hand lies by her side, and once held a sceptre; the other is brought gracefully upwards; the slender fingers, with trusing touch, are laid upon a

cross suspended from her neck. Historians have done their best, or their worst, to throw doubt upon the story of Eleanor's sucking the poison with her hips from and

SHIPPING.

STEAM TO LIVERPOOL-CALLING

Passengers also forwarded to Havre, Hamburg, Bre-men, etc., at moverate rates. Steerage passage track Liverpool or Queenstown, \$40, cutrency. Tick is can be bought here by persons send-ine for their friends. For jutther injoination apply at the Company's offices. 8.7 No. 111 WALNUT Street, Philada.

FOR NEW YORK, --PHILADEL-deiphia Steam Propellet Commany De-south Swiftpure Lines, via Delaware and Raritan Canal, leaving dat y at 12 M. and 5 P. M., connecting with all Sorthern and Eastern lines. For freight, which will be taken upon accommodating terms, at ply to WilLiam M. BAIRD & CO., 3 16 Ko, 132 S. DELAWARE avenue

TO SHIP CAPIAINS AND OWNERS .- THE TO SHIP CAPIAINS AND OWNERS, —THE unacraigned baying leased the KENSINGTON SCHEW BUCK, begs to in orm his friences and the pairtons of the Dock that he is prepared with increased facilities to accommodate those having vesses to be raised or remained and being a practical ship-carpenter and cauther, will give presonal attention to the vessels en-trasted to him for repair. Capitality or Agents, Ship Carpenters, and Machinists naving vessels to repair are solicited to call. Having the agency for the saile of "Wetterstedt's Fatent Metallic composition" or Copper Paint, for the preservation of vessels' bottoms, for this (if, i am pre-pared to urnish the same on hyperbolic terms. JOHN H. HAMMITT. Kensington Sorew Dock,

JOHN B. HAMMITT. Kensington Screw Dook, 115 DELAWARE Avenue, above I-4 UREL Street.

WHISKY, BRANDY, WINE, ETC.

CHESNUT GROVE WHISKY, No. 225 North THIRD Street.

No. 225 North THILD Street. It snything was wanted to prove the absolute parity of this W hisky the following certificates should doft There is no a coholic simulant known commanding such etch her heation i on such high sources ... Fritaprize the sample of CHESNUT

PEHADELIBIA, September 9, 1898. We have carefully tested the sample of CHLSNUT GLOVE. WHISKY which you send us, and fine that fit centains some of The TOPONOUS SUBSTANCE known as it sil oil, which is the characteristic and injurious in gredient of the whiskies figenera use. BOOTH, GARRETT & CAMAC, Analytical Chemists

Kew Yonk September 3 1859 I have analyzed a sample of ChicsNUT GROVE WHISKY received from Mr Charles Wharton, Jr. 1 Phinceiblin: and having carefully tested R, 1 am pressed to start that it is entirely rise room room of soord ou ... r strats substances. It is an unusually pur and fine-a. wired quality of whisky. JAMES R CHILTON, M. D., Analytical Chemis

BOSTON, March 7 1852

I have made a chemical analysis of commercial sam ples of CHESNUT GEOVE WHI-KY, which provests be free from the heavy Fuel Oils, and perfectly pure an unconferented. The fine flavor of this whicky is derive from the yrain used in manufacturing it. Kespectually, A. HAYES, M. D State Assayer, No. 16 Boyiston street.

For sale by carrel, demi-onn, or bottle at No. 225 Nort THIRD Street Philadelphia. 43 M. NATHANS & SONS IMPORTERS OF BRANDIES, WINES, GINS Etc. Etc. No. 19 North FRONT Street. PHILADELPHIA. MOSES NATHANS. HORACE A. NATHANS, ORLANDO D. NATHANS,

INTERNAL REVENUE.

UNITED STATES REVENUE STAMPS

AUCTION SALES. TRUSTEE'S SALE.

WHEREAS, THE GREAT WESTERN PETROLEUM AND REFINING COMPANY, Of St Louis, Missouri.

Did, on the fitteenth day of March, A D. 1836, convey to the undersigned as Trustee, the lands and premises herealter described, to secure the payment of a certain promissory note made by said Company, and beating even date with said trust deed, for the sum of thirteen thousand dollars, payable to Charles W. Ford, or to hus order, ninety days after the date thereof, with lawin interest, and also to secure the repayment to said Ford of such moneys as he might expend in sending from St. Louis atoresand suitable persons, to be selected by him, to examine the lands in said deed described, and to investigate the titles thereof; such expenses to be repaid within ninety days after the date of said deed.

And whereas, it was in and by said deed uravided that in case the said Company should make default in the payment of the moneys secured by said note, or In the payment of the expenses of sonding such agents as a foresaid, with interest, that the said trastee might proceed to sell the property in said deed described, or any part thereof, at Public Vendue, to the highest bidder, at the cast tropt of the Court House in Si Louis, or cash first giving twenty days' public notice of the time, terms, and place of said sale in some newspaper printed in St. Louis and in Philadelphia

And whereas, detault has been made in the navment of the moneys secured by suid deed ; Notice is the e-

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Third—And also, the undivided sixteenth part in com-men of that other that is or barce of land situate in the township of companies in said county of Venango, known as located in tract, number one hunared and twenty-cose (13), of the Holland Land Company's land, being a part of Reynolds' farm, so called, bounded and described as follows:-

being a part of Reynolds' farm, so called, bounded and described as follows:-like inning at a post in the north line of said (ract, No. 12), a point 1431-10 perches west of the northeast corner of said tract it being the northwest corner of said farm sixteen rods to a post; thence eastwardly and para le with the north line of the whole tract fifty rods to a post; thence northwardly and parallel with the west line of the form sixteen rods to a post in the north line of said tract; and thence west along said in a firty rods to the place of beginning; containing five acres of and, be the same more or less, and known or Murdoch and B eming's map by E. R. sherman's name being printed on said locuilon. Subject to all outstanding leases on said premises may by Sherman and Guild. It being the intention of said deed to convey one-sixteenth in common of the land in interests and one sixteenth of the rents to be received from said premises already leased. Dated June 21, 1886 HAMILTON SPENCER. AUCTION SALES. TIO E.

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 FARAFILIN FALLY, Transtee in a certain Indemy investigation of Mortengie of the property hereinnik of describen and the second of Mortengie of the property hereinnik of describen and the second of the property hereinnik of describen and the second of the property hereinnik of the property hereinnik of describen and the second of the property of the provide and the second of the property of the provide and the second of the property of the provide and the second of the property of the provide and the second of the property of the provide and the second of the property of the provide and the second of the property of the provide and the second of the property of the provide and the second of the provide and the provide and the second of the provide and the provide R. FRANKLIN FALLY, Trustee in a certain Inden-

AND GENERALLY.

AND GENERALLY. All the lands, raiswa, s rais bridges culverts, tres-tle works, too houves, coal-houses wharves, tences, rights of way, workshops, machiner, strikons depors, depot grounds, works mesonry, and there superstra-ture teal estate buildings, and improvements of whatever nature or kind appertaining or belonging to the above-mentioned property and to the said see lon-cit the said 'tyrone and Cearrie a Raifroad and owned by said 'empany is connection therewith, and all the rights incertises of said road and Company. road and Company. he said section of the said Tyrone and Clearfield

Enfrond extensions from said from Station Binly county, to and brough the borough of Paulipaburg, in Centre county, is about 235 miles in length. TEAMS OF SA E.

Centre county, is about 23.5 mi ces in length. The KMS OF SA. E. #10.600 of the purchase money to be paid in each when the property is struck off, and the balance within twenty days there: fits. Yay ment on account of the said balance of purchase wroney to the extent of the dividend thereof payable on the bonds secured by the said m right and the matured coupons of the said bonds, may be made in the said bonds or coupons; and if the dividend is beas into the actual sum due upon the said bonds and coupons of the said coupons on receipting to the said bonds and coupons on receipting to the said transfer the said bonds or coupous. Upon the purchase money being ruld as storesaid, the trues even the said bonds or coupous. Upon the purchase of purchaser or purchasers in pursa, ance of the power conferred upon him by the said mortings.

mortgage Any further information in respect to the said sale o premises may be had on application to the understated functee, at his office, No 42 South THIMD Street, in the city of Phiadelphia. R. FRANKLIN EALEY functee R. FRANKLIN EALEY functee

No 42 south Third street M. THOY AS & SONS, 'uctioneers, 6 [1 m5m Nes. 139 and 14] South FOURTH Street

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<text> JOHN EDGAR THOMSON, Trustee in a certain

AND GENERALLY

ing thereon or procured therefor

All the lands, railways, rails, bridges, culverts, trest e-All the lands, failways, rais, bridges, culverts, trest e-works, tool houses, coa houses, wharves, ionces, rights of way, workshops, machinery, stations, depots depot grounds, works, masonry, and other superstructure, treal estate buildings and improvements of whatever nature or kind appertaining or belonging to the above-mentioned property, and to the said section of said Tyrone and Cearfield haitsad, and owned by said Com-pany in connection therewith. The sale section of the Tyrone and Clearfield Ballroad, exterding from the intersection of the avone and Clear-field Railroad with the railroad company, but now to the lind Engle Valley Railroad Company, is about 20 miles in length. TEEMS OF SALE. \$10,000 of the purchase money to be had in cash when RAILROAD LINES.

REAL ORD LINE LINE. REAL DING RAILEOND LINE. PROM PHILADELPHIA TO THE INTERIOR O PENNSTIVANIA THE SCHUTLRILL, SUSQUE HANNA, (UMEFRIAND, AND WIONING VAL-LEYS, THE NORTH, NORTHWEST, AND THE CANADAS. SUMMER ARRANGEMENT, OF PASSENGER TRAINS June 4, 1866. Leaving the Company's Depot, at THIRTYENTH an CATIOWHILL Streets, Philadelphia, at the follow n bours:-

 CATI OWHILL Streets, Philadelphia, et the follow a hours:-MORNING ACCOMMODATION.
 At 730 A. M. for Reacing and intermediate Statio
 At 730 A. M. for Reacing and intermediate Statio
 At 915 A. M. for Reacing and intermediate Statio
 At 915 A. M. for Reacing, Lebano, Harrisburg, Pot Ville, Fibegrove, Tamagua, Sunbury, Williamspo Emira, Ecolescue, York, Carilsle, Chambersbur
 His train connects at READING with East Point-sylvania failteend trains for Alentown etc. and the Lebes in Valley train for Harrisburg, etc.; at HARNS
 This train connects at READING with East Point-sylvania failteend trains for Alentown etc.; at PORT CLINTON with Catawissa Rairoad trains for Will-inorsburg, Lock Haven, Elmira etc.; at HARNS
 TEG with Northern Central cumbersand Valley, and Schutikill and Susquehanna rains for Northumberland, williamsport, ford Chambersburg, Phoego, etc.
 AFIER OON EXPRESS
 Leaves Philadelphia at 320 P. M., for Reading Potts-ville, Harrisburg etc., connecting with Reading and Columbia Rairoad trains for Columbia, etc.
 READING ACCOMMODATION.
 Leaves Philadelphia at 500 P. M.; arrivos in Reading at Philadelphia at 500 P. M.; arrivos in Reading at Philadelphia at 500 P. M.; arrivos in Reading at 750 P. M.
 Trains for Philadelphia at 500 P. M.; arrivos in Reinford trains low endership at 210 P. M. Alternoon trains leave Harrisburg at 210 P. M. Potisville at 555 P. M., arriving in Philadelphia at 550 P. M.
 Leaves Reading at 750 A. M. and Harrisburg at 410 P. M. Reading at 750 A. M. and Harrisburg at 410 P. M. Connecting a Rain and A. M. and Harrisburg at 410 P. M. Connecting a Rain and A. M. and Harrisburg at 410 P. M. Connecting a Rain and A. M. and Harrisburg at 410 P. M. Connecting at 750 A. M. and Harrisburg at 410 P. M. Connecting at 750 A. M. and Harrisburg at 410 P. M. Connecon account and 750 A. M. and Harrisburg at 410 P. M.
</ Stopping at all stations between Filladelphia and Wi-mington. I cave Philadelphia at 9 A. M., 12 30, 6 30, 6 and 11 30 P. M. The 4 30 P. M. train connects with Delaware Raitroad or Barrington and intermediste stations. I cave Wilmington at 6 30 715 and 9'30 A M., 4 and 6'30 P. M. The 715 A. M. train will not stop at stations between Cluster and Philadelphia Trains for New Castle leave Philadelphia A 36 and 6 F. M. THROUGH TRAINS FROM BALTIMORE Leave Wilmington at 11 A. M. 436 and 10 P. M. CHI STLEN FOR PHILADELPHIA. Leave Chester at 7 55, 755, 10 14 and 11'40 A. M., 4'48, 5'40, 7'5 and 10'5 F. M. Waymail 9'30 A. M. FROM BALTIMORE TO PHILADELPHIA. Leave Entimere 7'5 A. M. Waymail 9'30 A. M. Express 110 P. M. Express. 6'35 P. M., Express. 6'5 P. M., Express P. M., Express

Leaves Reading at 730 A. M. and Harristory at 410 M. Connec ing at 730 A. M. and Harristory at 410 M. Connec ing at Reading with Atternoon Accom-dation south, at 630 P. M., arriving in Philadelphia 10 P. M.

Frontion south, at 6.36 F. M., artiving in Philadelphia Market train, with passenger car attacned, leaves Fhiladelphia at 12.45 neon for Reading and all way sta-tures. Leaves Kending at 13.6 A. M. and Downlingtown at 1230 F. M., for Philadelphia and all way sta-fram. All the above trains run daily, sundaws excented. Sunday trains heave Fott-ville at 8.00 A. M., and Phi-lade phia at 3.15 F. M. Leave Philadelphia for Reading at 8.00 A. M. ; teturning from Reading at 4.25 P. M. (HES ER V. LL) Y RAILROAD. Passengers for Dow ningtown and informediate points take the 7.30 and 8.15 A. M. and 5.0 P. M. trains from Philadelphia, returning from Downingtown at 6.35 A. M. and 2.8 noon. NEW YORK EXPRESS FOR FITTSBURG AND THE

NEW YORK EXPRESS FOR FITTSEURG AND THE WEST. Leaves New York at 9 A M., and 800 P.M., passing Kenaing at 145 and 1153 A. M and 143 P. M. and con-necting at Harrisburg with Pennasivania and Northern Central Railroad express trains for Pittsburg. Obloado. Will fameport Limita. Baltimore etc. Leturing, express trains for Pittsburg, of or strival of the Pennsylvatia express from Pittsburg, at 3 and 1652 A. M. and 6150 P. M., passing Reading at 449 and 1652 A. M. and 2150 P. M., passing Reading at 449 and 1652 A. M. and 2150 P. M. Sleeping cars accompany these out change. A mail train for New York leaves Harrisburg at 2-10 P. M. high train for Harrisburg leaves New York at 12 M.

f. Mail train for Harrisburg leaves New York at 12 M. SCHUYLK 1LL VALLAY RAILBOAD. Trains leave Fottsville at 7 and 11:39 A. M., and 7 15 . M. returning from "smaqua at 7:35 A. M. and 149 md 416 P. M. P. M. returning from "amagua at 735 A. M. and 149 and 415 P. M. SCEUVIKILL AND SU-QUEHANNA RAILROAD, Transleave Auburn at 750 A. M for Pinegrove and Barrieleurg and 150 P. M. ior Pinegrove and Tremont. returning nom Harrissurg at 320 P. M., and from Tre-mont at 735 A. M. and 525 P. M. Through first-class tickets and chigrant tickets to all the principal points in the North and west and Canada. The following tickets are obtainable only at the office of S BEADFOED, Treasurer, No. 227 S FOURTH street. Philadelphia, or of G. A. NICOLLS, General superintendent, Beschng:-MULATION TICKETS At 25 per cent. discount between any points desired, for an lifes at diffus. MILEAGE TICKETS, Geod for 2000 miles, between all points, \$52:59 each, for families and firms. SEASON TICKETS.

SEASON TICKETS,

families and firms SEASON TICKETS. For three, six, nine, or tweive months, for holders only, to all points at reduced rates CLEBGYMEN Residing on the line of the road will be furnished caros entitling itemselves and wives to tickets at half fare. FX-URSION TICKETS From Philadelphia to primeipal stations, good for 8a tuiday. Sunday, and Monday, at reduced first to be had can y at the Ticket Office, at THILATELENTH and CAL-LOW ULL Streets FEEIGHT.-Goods of all descriptions forwarded to all the solve points, from the Company's new Freight Depot, BROAD and WILLOW Streets. FEEIGHT.-GOODS of ALL MARKINS Leave Philadelphia daily at 5 36 A N., 1945 noon, and 6 P. M., for Kending, Lebanon, Harrisburg, Potawille Port Cliniton, and all points beyond. MAILS Close at the Philadelphia You. And for the principal stations only at 315 P. M.

road and its branches at 5 A. M., and for the principal stations only at 3 15 P. M.
PHILADELPHIA, GERMANTOWN, AND NORRHSTOWS RAILROAD.
On and steer WEDNESDAY, May 16, 1866, Teave Thinadeiphile 6, 7, 8, 9, 10, 11, 12 A. M., 1, 2, 3 °10, 35, 4, 5, 554, 6, 7, 8, 9, 10, 11, 12 F. M.
Leave Cermantown 6, 7, 75, 8, 8 20, 9, 10, 11, 12 A. M.
1, 2, 3, 4, 45, 6 65, 7, 8, 9, 10, 11, 2 F. M.
Leave Germantown 6, 7, 75, 8, 8 20, 9, 10, 11, 12 A. M.
1, 2, 3, 4, 45, 6 65, 7, 8, 9, 10, 11 P. M.
Leave Germantown 6, 7, 15, 8, 8 20, 9, 10, 11, 12 A. M.
1, 2, 3, 4, 45, 6 65, 7, 8, 9, 10, 11 P. M.
Leave Germantown 8, A. M., 1, 4, 65, 99, P. M.
Leave Philadeiphile 9 °10 A. M., 2, 3, 5, 8, 10% P. M.
Leave Commute Mill 70 Milling 7, 10% P. M.
Leave Philadeiphile 6, 8, 10, 12 A. M., 2, 354, 554, 7, and 11 P. M.
Leave Chesnut Hill 7.10 minutes, 8, 940, 1140 A. M.
140, 3, 40, 540, 540, 840, 840, 840, 840, 81, 1240, 640, an
920 minutes P. M.
CON SUNDAYS.
Leave Philadeiphile 6, 835 minutes, 1140 A. M., 124, 640, 840, an
920 minutes P. M.
FC B CONSHOHOCKEN AND NORRHISTOWN.
Leave Philadeiphile 6, 835 minutes, 1140, A. M., 18, 434, 64
and 8 P. M.
Tenve Norristown 554, 7, 750, 9, 11 A., M., 134, 434, 64
and 8 P. M.
Teave Philadeiphile 6, 835 minutes, 1140 A. M., 18, 434, 64
and 8 P. M.
Teave Norristown 754, 7, 750, 9, 11 A., M., 134, 434, 64
and 8 P. M.
Teave Norristown 7A, M., 254, 4 and 75 P. M.
Leave Philadeiphile 6, 836 minutes, 1140 A. M., 18, 434, 64
and 8 P. M.
Teave Philadeiphile 6, 836 minutes, 1140 A. M., 18, 435, 655, 556, 556 557.
N. ON SUNDAYS.
Leave Philadeiphile 6, 756, 820, 95, 115, A. M., 25, 658
St. N.
ON SUNDAYS.
Leave Filadeiphile 9, A. M., 25, 4, and 756 P. M.
Leave Filadeiphile 9, A. M.,

June 1, 1866 WILLIAM H. GATZMEB, Acent. PENNSYLVANIA CENTRAL RAILROAD. SUMMER ARKANGEMENT. The Trains of the Pennsylvania Central Rairoad icave the Denot, at Thirly-first and Market Street Pas-senger Hailway, running to shed from the Depot. The last car leaves Front street about 30 minutes prior to the denarture of each Trains. Mann's Eagence Express will car for and deliver Bogune at the Depot. Orders left at the Office, No. 51 Cheanit street, will receive attention. TRAINS LEAVE DEFOT VIZ :-

RAILROAD LINES.

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stations Express Train at H'45 A. M. (Sundays excepted), for Beilinoic and Washington. Fxpress Train at : P M. (Sundays excepted), for Bal-timore and Washington, scopping at hester, Claymost, Wimington, Newars, Fikton, Northeast. Perryville, Envie de Grace, Aberdeen Perryman's, Edgewood Mag-nolin, Chaeds, and stemmer's Edg. 4 Ngbit Sypress at H P. M., for Baltimore and Wash-Ington.

aton. Testergers by Boat from Ba throre for Fortress Mon-be Nortell, City Point, and Richmond, will take the roe Noticity City Point, and Annual Point, and History Viller (1997) ACCOMMODATION TRAINS, VILMINGTON ACCOMMODATION TRAINS, Stopping at all Stations between Pulladelphia and W

Express 110 P. Ma EXPress P. M., Express TRAINS FOR BALTIMORE TRAINS FOR BALTIMORE

TRAINS FOR BALTIMORE Leave Ches erat 440 and 854 A. M., and 378 P. M. Leave Ches erat 440 and 854 A. M., and 378 P. M. Leave Wilmington at 525 and 933 A. M. and 415 P. M. Freight Trains with Passenger Cars attaoned will leave as follows :- Wilmington for ferry ville and intermediate stations at 605 P. M. Baltimore for Havre de Grace and intermediate stations at 445 P. M. Perryville for Wil-mington and in ermediate stations at 420 A. M. con-hecting at Wilmington with Tile A. M. train for Phile-de phia. SUNDAY TRAINS

Decling at Wilmington with 7 ib A. M. train for Phile-de phia.
 SUNDAY TRAINS.
 Express Train at 4'lo A. M. tor Baltimore and Wash-ington stopping at thester, Wilmin ton, Newark, Effe-ton, Nor heart Perryville Havre-de-Grace, Aberdeen, Pern marks Magnola, Consets, and Stemmer's Bun.
 Mytht Express.if P. M. for Baltimore and Washington Accountmodation Train at 11 30 P. M. for Wilmington and Intermediate stations.
 EALTMORIA FOR PHILADELPHIA.
 Leave Latimore at S'2 P. M. stopping at Havre-de-Grac, Terryville, and Wilmington. Also stops at Elk-counsult Action trains and Wilmington or Baitimore) and losve passengers from Washington or Baitimore) and clicetor to leave passengers nom Baitimore or Wash-inston.

Accommodation Tosin from Wi mington for Philadal

this and intermediate stations at 6 "0 P. M. 416 H F. KENNEY, Superintendent.

At 5 A, M., via Camden and Amboy, Accommeda

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. 4. Number of the state of

hem. etc. At 5 F. M. for Lambertville and intermediate stations. June 1, 1865. WILLIAM H. GATZMEB, Agent.

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

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assassin of those days struck at the life Edward. But such a tradition, waether actually tact or not, is a tribute to the affection and strength of Eleanor's character; and all historians agree that she instilled no poison into the life of king or country. As a wite, a mother, and a queen, Eleanor of Castile stands high on the record of the women of the middle ages. Coming from Westminster Abbey, in the

spring of 1656, we stood one day at a window in the Strand, and watched a multitude which no man could number, pulsing through that great artery of the mighty heart of London. It was the day of the great Peace celebration, and holiday. Hour after hour the mighty host swept on, in undomint-hed numbers. The place where we stood was Charing Cross, and our thoughts went back seven hunared years, when Edward, following the morial re-mains of his beloved Eleanor, rected on this spot, then a country suburb of London, the last that line of crosses which marked those places where the mournful procession paused on its way from Herdeby to Westminster. It was the cross of the dear queen, in chere reine, which time and changes of language have since corrupted into Charing Cross. Through this pathway crowds have trodden for many centuries, and a few remember that its name is linked with the queenly dead or with a kingly sorrow. Thus it is, as we hasten on through the busy thoroughiares of life from age to age, even as one of our own poets hath said :--

"We pass, and heed each other not."

In these pages we have made some record of woman's work in past centuries, and also caught glimpses of duties, loves, hopes, fears, and sorrows not unlike our own. A wider sphere is now accorded, and a deeper responsibility de volves upon woman to fill it wisely and well. We should never torget that, as far as they were faithful to the duties appointed to them, they elevated their sex to a higher and nobler position, and therein performed the best work o women of the Middle Ages .- Adantic Monthly.

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