## LETTER FROM PARIS.

[EVENING TELEGRAPH SPECIAL CORRESPONDENCE.] Parts, September 7, 1866. Politics and Diplomacy.

The political settlement in Europe progresses very slowly, so that since I last wrote you events of little importance have taken place; there have been changes of Ministry which have given us an insight as to what is going on in the political world.

The transmission of Venetia will soon take place, and the Venetians will soon be called upon to vote as to whether they wish to be annexed to Italy or to form a republic.

Herr von Mensdorff will retain his portfolio of Austrian Minister of Foreign Affairs, and M. Benedetti, our Ambassador at Berlin, has been named Grand Cross of the Legion of Honor, and will be named Ambassador at Constantinople, in place of Monsieur de Monstier, at present representative of France at the Ottoman Porte. Monsieur Druoyn de Lhuys, Minister of Foreign Affairs, will retire, and be named a member of the Privy Council.

Monsieur de Metternich, whose departure from Paris has been so often announced, is still in the French capital, and represents the Emperor of Austria at the court of the Tuileries.

France, Austria, and Hungary. There is no doubt but that the cession of Venetia has been the means of a rapprochement between Paris and Vienna, which the arrogance and ambition of Prussia will draw closer

together every day. We hear that, in consequence of the good advice given to the Emperor of Austria by the Cabinet of the Tuileries, the policy of that monarch towards Hungary is getting more liberal, and a Magyar ministry, under the presidency of Count Beleredi, will be formed, and the Hungarian Diet will meet at about the beginning of October.

The Reform movement in England is being followed with the utmost interest in France-The meeting in Birmingham, which was attended by thousands, and the speeches made by Messrs. Bright and beales, called forth loud acclamations from the hearers. It would appear as if the Derby Ministry were! not in a very healthy state. The agitation in England is rather on the increase than on the decrease. A monster meeting at Manchester is announced to take place in the month of October.

How Much Did the Recent War Cost Prussia !

Prussia is now setting everything in order. It is calculated that the war will have cost the country two millions of thalers. The contributions levied on those countries which opposed Bismark amount to one hundred and seventy millions, and will have to be borne by Austria, Bavaria, Wurtemberg, and Baden. It has not yet been settled what Saxony and Hesse-Darmstadt will have to pay as a war indemnity. The free city of Frankfort has already paid seven millions of florins.

Bismark seems to have made a pretty penny by the war. The Cabinet of the Tuileries has met with very great disappointment, and the French press is unanimous in calling out for the Emperor to put a stop to the ambition of the Prussian Premier.

List of the Sour Grapes Desired by the French Fox.

Many of our writers urge the necessity of reclaiming the frontiers of the Rhine, and the departments which formerly belonged to France in 1813. It will perhaps not be without interest to state what these provinces were:-

1st. Beigium .- Comprising the two Nethes, capital, Antwerp; La Lys, capital, Bruges; Temmapes, capital, Mons; Samlere and Meuse, capital, Namur; The Meuse (inferior), capital, Maestricht; La Dyle, capital, Brussels; The Scheldt, capital, Ghent; L'Ourthe, capital, Liege; Les Forets, capital, Luxembourg; The mouth of the Scheldt, capital, Middlebourg; The mouth of the Rnine, capital, Bois-le-Duc,
2d. Holand.—Comprising the mouth of the
Meuse, capital, La Hague; The Zuydersee, Am-

sterdam; The Ysset, Upper Arnheim; The mouth of the Yssel, Leuwarden; Ems, eastern, Gro-3d. Khenish Prussia,-Comprising La Sarres Treves: Le Mont Connerre, Mayence; Rhine and Moselle, Coblentz; The Roer, Alx-la-Chapelle.

4th. Switzerland .- Comprising the Leman, Geneva; The Simplon, Sion.

Imperialist Sentiments.

The Imperialist papers are now beginning to attack the policy of Bismark, and are beginning to assert that it is high time to think of French unity, as dreamt by Charlemagne and Henry IV., Richelieu and Louis XIV. They find that we have as much right over these twenty-three departments as Bismark has over Hanover and Frankfort-on-the-Main.

The Imperial Health.

The health of the Emperor has much improved of late; he yesterday joined the hunt in the forest of St. Germain. It is not supposed that he will go to Biarritz, as urgent business retains him in Paris.

The Empress and the Prince Imperial are at present sojourning in that pleasant watering place, accompanied by their suite. The French Your t Journal tells us that her Majesty, though far away from her capital, still continues to remember those who have shown her attention and affection, and she has just sent two very elegantly wrought bracelets, contained in a magnificent casket, to the two young ladies who offered her a bouquet on her arrival.

What is a Savant?

A bon-mot of M. Drouyn de Lhuys, the ex-Minister of Foreign Affairs, is reported. Being asked for the definition of the word savant-"a savant," answered he, "is one who knows what is unknown to the million, and is unacquainted with what is known to the generality,"

Paris out Shooting. There has been a great deal of popping of guns in the neighborhood of Paris since the 1st of September.

The Breech-Loading Needle Gun. Prussian papers inform us that Monsieur Dreyse, the inventor of the celebrated needlegun, has just been raised to the nobility by the King of Prussia. Monsleur Chasseprat, whose improvement on the needle-gun has been adopted at the Camp of Chalons, is at present at Paris, and was yesterday received by the Emperor, to whom he showed several models of cannons of his invention.

Theatres.

Our theatres will soon give us their winter noveities. The Grand Opera is still playing Don Juan, by Mozart, to overwhelming houses, nor does it seem likely that this masterpiece will be withdrawn for some time to come. The Italian Opera, with the Diva Patti, will open its doors to the public on the 2d of October.

Something About the Exhibition of 1867.

Invalids and persons unable to undergo great fatigue, will be able to visit the groomed floor of the city. Passengers from the extreme northwest at Fairmount Park and along the entire vestern nore and Pine streets, passes through the entire of the city. Passengers from the extreme northwest at Fairmount Park and along the entire outse to cars on Twenty-second and Twenty thing streets and the Gray's Ferry Read, and be carried through, via Spruce street, to the Exchange for a SINGLE FARE.

In addition to the several Parks and the beautiful scenery along the Schuykill front, there are many chiects of interest along this route to make it attractive fat or the public on the 2d of October.

Invalids and persons unable to undergo great fatigue, will be able to visit the groomed floor of

the Exhibition in carriages drawn either by hand or by horses. There will be a large coachhouse for the reception of carriages, with which a telegraph wire will communicate, by which means persons will be able to inform their coachman at what part of the building they wish to be taken up.

The principal arteries of the Exhibition are similar in breadth to the Boulevard of Sebastopal. The old system of turnstiles is to be abandoned, as it is calculated that thirty to forty thousand persons will visit the Exhibition daily. It is feared that this system would be the means of causing immense crowds of persons, constantly choking up the doorways,

Tickets of admission will be obtainable of all tobacconists, and other shops where postage stamps are sold. It has, at last, been decided that the entrance fee shall be one franc.

The Committee has not yet decided whether it will give season tickets. The relatively high price at which it would be necessary to sell them is at present a cause of hesitation.

Should the Committee decide on emitting season tickets, they must be strictly personal, and it will be absolutely necessary, to prevent fraud, to have the likeness of the holder photographed on the card.

We hear that the show of diamonds and other jewels will surpass anything ever exhibited as yet. The wonders of French jewelry will be there shown in a splendid apartment, fitted up in all the gorgeous splendor of Oriental style,

There was some intention of making a turning floor in this apartment, by which means the visitors would, by a rotary movement, have been brought successively before the different jewel cases, thus saving him or her much bodily fatigue, but the plan has been abandoned on account of its costliness-flying bridges, leading from one part of the building to the other, and forming short cuts, will also very much reduce the quantity of ground to be gone over.

The quantity of panes of glass necessary to glaze the windows of the exhibition building would cover eight acres of ground.

## 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 Ioliowing certificates should do it there is no atcoholic stimulant known commanding such economendation hom such ligh sources:

PHILADELPHIA, September S. 1836.

We have carefully tested the sample of CHESNU's GROVE WHISKY which you send us, and shu that it contains None of THE POISONOUS SUBSTANCE known as FUSIL OIL, which is the characteristic and injurious in gredient of the whiskies in general use.

BOOTH, GARRETT & CAMAC, Analytical Chemists

New York, September 3, 1859.

I have analyzed a sample of CHESNUT GHOVA
WHISKY received from Mr. Charles Wharton, Jr., i
Phitadelphia: and having carefully tested it, I am
pleased to state that it is entirely PHER FROM POISONOU
on ... L STROUS substances. It is an unusually pur
and fine L. v'red quality of whisky.

JAMES R. CHILTON, M. D.,
Knalytical Chemis

Boston, March 7.1839 I have made a chemital analysis of commercial samples of CHESNUT GROVE WHISKY, which provests be free from the heavy Fusi Oils, and perfectly pure an unadulterated. The fine flavor of this whisky is derive from the grain used in manufacturing it.

Respectfully, A. A. HAYES, M. D.

State Assayer, No. 16 Boyiston street.

For sale by barrel, demilohn, or bottle at No. 225 North THIRD Street Philadelphia. 43 M. NATHANS & SONS.

IMPORTERS OF

BRANDIES, WINES, GINS.

Etc. Etc. No. 19 North FRONT Street.

PHILADELPHIA, MORES NATHANS, HORACE A. NATHANS, ORLANDO D. NATHANS.

FRED. BALTZ & CO.,

IMPORTERS OF WINES, GINS, Etc. SOLE AGENTS FOR

Riviere, Cardat & Co.'s COGNAC. No. 116 WALNUT STREET, PHILADELPHIA.

HAMPAGNE. Just received, in wond and Store, a new Champagne,

called EUGENIA, far superior to most of the Wines now in use in this country. Imported exclusively by the subscriber, Also on hand (and the only place where it can be procured in this city) the very celebrated South American ANGOSTURA BITTERS.

GEORGE M. LAUMAN, No. 128 S. NINTH & reet.

## SHIPPING.

STEAM TO LIVERPOOL—CALLING
at Queenstown—The Inman Line, sailing
semi-weekly, carrying the United States mails.
"CITY OF LONDON" Saturday September 29
"CITY OF CORK" Wednesday, October 3
"CITY OF PARIS" Saturday, October 6
"KANGAROO" Wednesday, October 10
and each succeeding Saturday and Wednesday, at
noon, from Pier No. 45 North river.
RATES OF PASSAGE
By the mail steamer sailing every Saturday.

Passengers also forwarded to Havre, Hamburg, Bre Passengers also forwarded to Havre, Hamburg, Bremen, etc., at moderate rates.

Steerage passage from Liverpool or Queenstown, 840, currency. Tickets can be bought here by persons sending for their triends.

For jurther information apply at the Company's offices.

No. 111 WALNUT Street, Philada.

FOR NEW YORK.—PHILADELdelphis Steam Propeller Company De
scatch swiftsure Lines, via Delaware and Raritan Canal,
leaving daily at 12 M. and 5 P. M., connecting with al
Northern and Eastern lines.
For freight, which will be taken upon accommodating
torms, apply to
WILLIAM M. BAIRD & CO.,
3 16
No. 1828. DELAWARE Avenue FOR NEW YORK .- PHILADEL-

O SHIP CAPTAINS AND OWNERS .- THE andersigned having leased the KENSINGTON SCREW DOCK, begs to inform his friends and the patrons of the Dock that he is prepared with increased facilities to accommodate those having vesses to be raised or repaired, and being a practical ship-carpenter and caulker, will give personal attention to the vessels entrusted to him for repaire. cauker, will give personal attention to the vessels entrusted to him for repairs.
Captains or Agents, Ship Carpenters, and Machinists having vessels to repair, are solicited to call.
Having the agency for the sale of "Wetterstedt's Patent Metallic Composition" for Copper Paint, for the preservation of vessels' bottoms, for this city, I am prepared to lurnish the same on favorable terms.

JOHN H. HAMMITT.

Kenangton Screw Dock,
1 14 DELAWARE Avenue, above La UREL Street.

PASSENGER RAILWAYS.

THE SPRUCE AND PINE STREETS

TRUNK LINE.

RAILROAD LINES.

TIMORE BAILBOAD,

Commencing MONDAY, July 2, 1866. Trains will
tea a Depot corber of BROAD Street and WASHINGTIN Avenue, as iollown;
Express Train at 4 15 A. M. (Mondays excepted), for
Bailtimore and Washington Stopoling of Chaster, Wilmurgits. Newark, Elkion, Northeast, Perryville, Havre,
de Grace, Aberdeen, Perryman's, Magnona, Chase's and
Stemmer's Ron. Stemmer's Ron.
Way Mail Train at \$15 A. M. (Sundays excepted), for Beltimore, stopping at all regular stations between Philocephia and Baltimore.
Delaware Rairoad Train at 9 A. M. (Sundays excepted), for Princess Anne, Milford, and intermediate stations.

Lapress Train at H 45 A. M. (Sundays excepted), for Battmore and Washington. Express Train at 11 45 A. M. (Sundays excepted), for Battimore and Washington.

Express Train at 2 P. M. (Sundays excepted), for Battimore and Washington, stopping at thester, Claymout Wilmington, Newarz, Fixton, Northeast, Perryville Havie de Grace, Aberdeen, Ferryman's, Edgewood, Magnolia, Chase's, and Stemmer's Rua!

Night Express at 11 P. M., for Baltimore and Washington.

ington.
Passengers by Boat from Baltimore for Fortress Mon-roe. Norfolk, City Point, and Richmond, will take the ree Nortes, Chi.
1145 A. M. train.
WILMINGTON ACCOMMODATION TRAINS.
WILMINGTON ACCOMMODATION TRAINS. Stopping at all Stations between Philadelpi mington
Leave Philadelphia at 9 A. M., 12 36, 4 30, 6, and 11 30
P. M. The 4 30 P. M. train connects with Delaware
Railroad for Harrington and intermediate stations.
Leave Wilmington at 6 30 7 75 and 9 30 A. M., 4 and 6 30
P. M. The 7 15 A. M. train will not stop at stations
between Chester and Philadelphia.
Trains for New Casile leave Philadelphia at 9 A. M.,
4 50 and 6 P. M.
THROUGH TRAINS FROM BALTIMORE

4 50 and 6 P M.

THROUGH TRAINS FROM BALTIMORE
Leave Wilmington at 11 A. M., 4 36 and 10 P. M.

CHESTER FO: PHILADELPHIA.
Leave Chester at 7.28, 7.55, 10 14, and 11 40 A. M., 4 43, 5 10, 7 25, and 10 36 P. M.

FROM BALTIMORE 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., Express. 8 25

Express. 1:10 P. M., Express. 6:35 P. M., Express. 8:25 P. M., and 8:15 P. M., Leave Wilmington at 5:23 and 9:37 A. M. and 4:15 P. M. Freight Trains with Passenger Cars attached will leave as follows:—Wilmington for Ferry ville and intermediate stations at 6:65 P. M. Baltimore for Havre-de-Grace and intermediate stations at 4:55 P. M. Perry ville for Wilmington and intermediate stations at 4:426 A. M., connecting at Wilmington with 7:15 A. M. train for Philaelphia.

eiphia.

SUNDAY TRAINS.

Express Train at 4:15 A. M., for Baltimore and Washington, stopping at Chester, Wilmington, Newark, Elkton, Nor-heast, Perry ville. Havre-de-Grace, Aberdeen, Perry man's Magnolia, cuase's, and Stemmer's Run.

Night Express. 11 P. M. for Baltimore and Washington A commodation Train at 11:30 P. M. for Wilmington and intermediate stations.

Accommodation Train at 11:30 P. M. for Wilmington and intermediate stations.

BALTIMORE FOR PHILADELPHIA.

Leave Patitimore at 8:25 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 Baitimore) and Chester to leave passengers from Baitimore or Washington. Accommodation Train from Wilmington for Philadel phis and intermediate stations at 6.70 P. M. 416 H. F. KENNEY, Superintendent.

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

FROM PHILADELPHIA TO NEW YORK and Way Places, from Walnut Street Whaif, will leave PARE At 5 A. M., via Camden and Amboy, Accommoda

The 6 45 P. M. Line will tun daily. Allothers Sunday:

At 730 and 11 A. M., 3, 330 430, 5, and 645 P. M a d & shnight, for Bristol. Trenton, etc.
At 7 and 10 15 A. M., 12 M., 3, 4, b, and 6 P. M., for Cornwell's, Torrisdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, and at 10 15 A. M. for Bristol. Schenck's, Eddington, and 8 P. M. for Holmesburg, and State St Sristol, Schenck's, Lodington, and S.P. M. for Holmesburg and intermediate stations.

1.7:30 A. M., and 3:30 P. M. for Niagara Falls, Buffalo Dunkirk. Camandaigua, Elmira, Ithaca, Owego, Hochesier, Binghampton, Oswego, Syracuse, Great Bend Montrose, Wilkesparre, Scranton, Stroudsburg, Water Gap, Belvidere, Laston, Lambertville, Flemington, etc. 'The 3:30 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethle hern, etc.

hem. etc. At 5 P. M. for Lambertville and intermediate stations. June 1, 1866. WILLIAM H. GATZMER, Agent. The Trains of the Pennsylvania Central Railroad leave the Depot, at Thirty-first and Market streets which is reached by the cars of the Market Street Passenger Railway, 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 Eleventh and Market streets 45 minutes before the departure of each Trains.

Mann's Baggage Express will call for and deliver

to the departure of each Train.

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

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

Mail Train.

Mail Train.

Mail Train.

Day Express.

At 1080

Paoll Accommodation, No.

Harrisburg Accommodation.

Harrisburg Accommodation.

At 230 P.M.

Lancaster Accommodation.

At 400

Paoll Accommodation, No.

Paoll Accommodation

KEIGHT LINES FOR NEW YORK AND Latter of the Camber and Amboy and connecting Rairords. INCREASED DESPATCH.

THE CAMBER AND AMBOY RAILROAD AND TRANSPORIATION COMPANY PREIGHT LINES for New York will leave WALNUT Street Wharf at 8 o'clock P. M. daily (Sundays excepted).

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

Returning, the above lines will leave New York at 11 noon, and 4 and 8 P. M

Freight for Trenton, Princeton, Kingston, New Bruns wick, and a i points on the Camden and Amooy Rail road; also, on the Beevidere, Delaware and Flemington the New Jersev, the Freehold and Jamesburg, and the Burimgton and Mount Holly Railroads, received and forwarded up to 1 P. M.

The Beividere De aware Reilroad connects at Phillipsburg with the Lehigh Valley Railroad, and at Mannaharchunk with all points of the Delaware, Lackawanna, and Western Railroad, forwarding to cyracuse, Buffalo, and other points in Western New York

The New Jersey Hailroad connects at Elizabeth with the New Jersey Central Railroad, and at Newark with the Morris and Essex Railroad.

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

be sent with each load of goods, or no receipt will be given.

N. E.—Increased lacilities have been made for the transportation of live stock. Drevers are invited to try the route. When slock is lurnished in quantities of two carloads or more, it will be delivered at the foot of For eth street near the Drove Yard, or at Pier No. I. North River, as the shippers may designate at the time of shipment.

Fur terms, or other information, apply to

WALTER FREENAN, Freight Agent.

No. 226 N. DELAWARE Avenue, Philadelphia

() RANGE AND ALEXANDRIA RAILROAD.

Change and Alexandria Railroad.

On and aner Monday, February 12, two daily trains will run between Washington and Lynchburg connecting at Gordonsvi le with Virginia Central Railroad trains to and from Richmond, as follows:

MAL TRAIN.

Leave Washington daily (bunday excepted), at 6.49

A. M., and arrive at Lynchburg at 5.49 P. M. and arrive at Washington at 5.28 P. M.

Leave Lynchburg at 7 A. M. and arrive at Washington at 5.28 P. M.

Leave Washington daily (including Sunday) at 6.65 P. M. and arrive at Lynchburg at 6.90 A. M.

Leave Lynchburg at 6.30 P. M. and arrive at Washington at 6.40 P. M. and arrive at Lynchburg at 6.00 A. M.

Leave Lynchburg at 6.30 P. M. and arrive at Washington at 6.40 M.

Louth trains making close councetions at Lynchburg

Leave Lynchburg at 8:30 F. M. and arrive at washing ton at 6:10 A. M.

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

First-class sleeping cars attached to the night trains.

The road is attractive, not only for the comortable accommodations, but for the fact that it passes the now historic localities of Fairfax, Bull Run, Manassas, Bristoe, Catlett's, Rappahannock, Culpeper, Orange, and Gordonsyllie, places of imperishable interest in the popular mind.

Through lickets to all points South and Southwest may be had in Roston, New York, Philadelphia, and Baltimore and at the charge of the road in Washingtor Lalexandria.

General Supe intends

RAILROAD LINES.

READING RAIL ROAD

ROM PRILADELPHIA TO THE INTERIOR O

PENNSYLVANIA, THE SCHUYLKILL, RUSQUM
HANNA, CUMBERLAND, AND WYOMING VALLEYS, THE NORTH, NORTHWEST, AND THE
CASADAS.

SUMMER ARRANGEMENT OF PASSENGER
TRAINS, June 4, 1889.

Leaving the Company's Depot. at THIRTEENTH an
CAI LOWHILL Streets, Philadelphia, at the follow u

hours:

CAI LOWHILL Streets, Philadelphia, at the follow a hours:— MORNING ACCOMMODATION.

At 7:30 A. M. for Reading and intermediate Statis & ORNING EXPRESS.

At 8:15 A. M. for Reading, Lebanon, Harrisburg, Pot ville. Pinestove, Tamagna, Sunbury, Williamspot Elmira, Rochester, Niazara Falls, Buffale, Aleulow Wilkesburg, Pittston, York, Carlisla, Chambersbur Hagerstown, etc., etc.

This train connects at READING with East Pennsylvania Railread (rains for Allentown, etc., and the Leban n Valley utilin for Harrisburg, etc., at PORT CLINTON with Catawiessa Railread trains for Williamsburg, Lock Haven, Elmira, etc., et HARRISBURG with Northern Central cumberland Valley, and Schnylkilland Susquebanna trains for Northumberland, Williamsport, York Chambersburg, Pinegrove, etc.

AFIERNOON EXPRESS
Leaves Philadelphia at 3:30 P. M., for Reading Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railrond trains for Columbia, etc.

READING ACCOMMODATION,

Returning, leaves Philadelphia at 5:00 P. M.; arrives in Reading at T:55 P. M.

Trains for Philadelphia leave Harrisburg at 5:10 A. M. and Pottsville at 8:45 A. M. arriving in Philadelphia at 6:45 P. M., Pottsville at 2:45 P. M., arriving in Philadelphia at 6:45 P. M.

HARRISBURG ACCOMMODATION,

at 6.45 P. M.
Leaves Reading at 7.36 A. M. and Harrisburg at 4.19
P. M. Connecting at Reading with Atternoon Accommodation south, at 6.39 P. M., arriving in Philadelphia 9.10 P. M.

Market train, with passenger car attached, leaves Philadelphia at 12 45 been for Reading and all way stations. Leaves Reading at II 30 A. M. and Downingtowa at 12 36 P. M.. for Philadelphia and all way stations. All the above trains run daily, sundays excepted, Sunday trains leave Pottsville at 8 90 A. M. and Philadelphia at 3 15 P. M. Leave Philadelphia for Reading at 8 90 A. M.; it curries from Reading at 4 25 P. M. CHESTEE V. LLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 7 39 and 8 15 A. M. and 5 0 P. M. trains from Philadelphia, returning from Downingtown at 6 35 A. M. and 12 30 noon.

and 12 30 noon.

NEW YORK EXPRESS FOR FITTSBURG AND THE WEST.

Leaves New York at 9 A. M., and 8:69 P.M., passing Reading at 1.05 and 11.53 A. M. and 1:48 P. M., and connecting at 1:45 and 11.53 A. M. and 1:48 P. M., and connecting at Hatriaburg with Penusy lyania and Northern Central Bailroad express trains for Pittsburg, Chicago. Williamsport, Elimira, Bailtmore, etc.

Returbing, express train leaves Harriaburg on strival of the Penusylvania express from Pittsburg, at 3 and 9:50 A. M., and 9:15 P. M., passing Reading at 4:49 and 10:52 A. M., and 18:30 P. M. and arriving in New York at 10 A. M. and 2:45 P. M., Seeping cars accompany these trains through between Jersey City and Pittsburg, with out change. out change.

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

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

SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsville at 7 and 11:30 A. M., and 7:15
P. M. returning from Tamaqua at 7:35 A. M. and 1:40

P. M. icturaling from Temaqua at 735 A. M. and 142 and 415 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILROAD,
Trainsleave Auburn at 750 A. M. for Pinegrove and
Barrisburg and 150 P. M. for Pinegrove and Tromont,
returning from Harrisburg at 320 P. M., and from Tremont at 735 A. M. and 525 P. M.

Through first-class tickets and emigrant tickets to all
the principal points in the North and West and Canada.
The rollowing tickets are obtainable only at the office
of S. BRADFORD, Treasurer, No. 227 S. FOURTH
Street, Philadelphia, or of G. A. NICOLLS, General
Superintendent, Beading:—
COMMUTATION TICKETS

At 25 per cent, discount, between any points desired,

At 25 per cent, discount, between any points desired, or lamilies and firms.

Second for 1000 miles, between all points, \$52-50 each, for families and firms SEASON TICKETS.

families and firms
SEASON TICKETS.
For three, six, nine, or twelve months, for holders only, to all points at reduced rates.
CLERGYMEN
Residing on the line of the road will be furnished carus entitling themselves and wives to tickets at hall fare.
EXCURSION TICKETS
From Philadelphis to principal stations, good for Saturdsy, Sunday, and Monday, at reduced fire, to be had only at the Ticket Office, at THIRTEENTH and CALLOW HILL Streets.
FREIGHT.—Goods of all descriptions forwarded to all the above points, from the Company's new Freight Depot, BROAD and WILLOW Streets.
FREIGHT TRAINS
Leave Philadelphia daily at 5 30 A. M., 12 45 noon, and 6 P. M., for Reading, Lebanon, Harrisburg, Pottsville Port Clinton, and all points beyond.
MAILS
Close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 3 15 P. M.

Estations only at 3 19 P. 25.

| HILADELPHIA, 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, 2, 10, 35, 4, 5, 55, 6, 7, 8, 9, 10, 11, 12 P. M. | Leave Germantown 6, 7, 75, 8, 8, 29, 9, 10, 11, 12 A. M. 1, 2, 3, 4, 456, 6 56, 7, 8, 9, 10, 11 P. M. | The 8 20 down train, and 3% and 5% up 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, 68, 9% P. M. | Leave Germantown 8 A. M., 1, 4, 68, 9% P. M. | Leave Germantown 8 A. M., 1, 4, 68, 9% P. M. | Leave Germantown 8 A. M., 1, 4, 68, 9% P. M. | Leave Germantown 8 A. M., 1, 4, 68, 9% P. M. | Leave Germantown 8 A. M., 1, 4, 68, 9% P. M. | Leave Germantown 8 A. M., 1, 4, 68, 9% P. M. | Leave Germantown 8 A. M., 1, 4, 68, 9% P. M. | Leave Germantown 8 A. M., 1, 4, 68, 9% P. M. | Leave Germantown 8 A. M., 1, 4, 68, 9% P. M. | Leave Germantown 8 A. M., 1, 4, 68, 9% P. M. | Leave Germantown 8 A. M., 1, 4, 68, 9% P. M. | Leave Germantown 8 A. M., 1, 4, 68, 9% P. M. | Leave Germantown 8 A. M., 1, 4, 68, 9% P. M. | Leave Germantown 8 A. M., 1, 4, 68, 9% P. M. | Leave Germantown 8 A. M., 1, 4, 68, 9% P. M. | Leave Germantown 8 A. M., 1, 4, 68, 9% P. M. | Leave Germantown 8 A. M., 1, 4, 68, 9% P. M. | Leave Germantown 8 A. M., 1, 4, 68, 9% P. M. | Leave Germantown 8 A. M., 1, 4, 68, 9% P. M. | Leave Bermantown 8 A. M., 1, 4, 68, 9% P. M. | Leave Bermantown 8 A. M., 1, 4, 68, 9% P. M. | Leave Bermantown 8 A. M., 1, 4, 68, 9% P. M. | Leave Bermantown 8 A. M., 1, 4, 68, 9% P. M. | Leave Bermantown 8 A. M., 1, 4, 68, 9% P. M. | Leave Bermantown 8 A. M., 1, 4, 68, 9% P. M. | Leave Bermantown 8 A. M., 1, 4, 68, 9% P. M. | Leave Bermantown 8 A. M., 1, 4, 68, 9% P. M. | Leave Bermantown 8 A. M., 1, 4, 68, 9% P. M. | Leave Bermantown 8 A. M., 1, 4, 68, 9% P. M. | Leave Bermantown 8 A. M., 1, 4, 68, 9% P. M. | Leave Bermantown 8 A. M., 1, 4, 68, 9% P. M. | Leave Bermantown 8 A. M., 1, 4, 68,

Leave Philadelphia 9:10 A. M., 2, 3, 5, 8, 10% P. M.
Leave Germantown B. A. M., 14, 6% 9% P. M.
Leave Philadelphia 6, 8, 10, 12 A. M., 2, 3% 5%, 7,
and 11 P. M.
Leave Chesnut Hill Philadelphia 6, 8, 10, 12 A. M., 2, 3% 5%, 7,
140 3:40, 5:40, 6:40, 8:40, and 10:40 minutes P. M.
ON SUNDAYS.
Leave Philadelphia 9:10 minutes A. M., 2, 5, and 8 P. M.
Leave Chesnut Hill 7:43 minutes A. M., 12:40, 6:40, au
\*25 minutes P. M.
Terror Conshold CKEN AND NORRISTOWN,
Leave Philadelphia 6, 8:35 minutes, 11:05 A. M., 1%,
4%, 5%, 6%, 80 minutes, and 118 P. M.
Leave Norristown 5%, 7, 7:50, 9, 11 A.; M., 1%, 4% 6%
and 5 P. M. tisin will stop at School Lane, Wissa Leave Philadelphia 9 A. M. 25, 64 and 74 P. M.
Leave Philadelphia 9 A. M. 25, 43 and 48 P. M.
Leave Philadelphia 9 A. M. 25, 4 and 74 P. M.
Leave Philadelphia 6, 8 35 minutes, 11 00 A. M., 13, 45, 65, 65, 65, 856 and 11 P. M.
Leave Manayunk 6 A. 75, 8 20, 93, 113, A. M., 2, 5, 65, 85, P. M.
ON SUNDAYS.

JAP. M.

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. WILSON, General Superintender t,

Depot NINTH and GREEN Streets

ORTH PENNSYLVANIA RAILROAD,—
Depot TRIED Street, above Thompson.
For BETHLEHEM, DOYTESTOWN, MAUCH
CHUNK, EASTON, WILLIAMSPORT, and WILKES,
BARRE.
At 730 A. M. (Express), for Bethlehem, Allentown
Mauch Chunk, Hazleton, Williamsport, and Wilkes arre. At 3'30 P. M. (Express), for Bethlehem, Easton, etc. eaching Easton at 6'45 P. M. At 5 15 P. M., for Bethlehem, Allentown, Mauch

At 5 15 P. M., for Bethlehem, Allentown, Mauch hunk.
For Doylestown at 8:35 A. M., 2:35 and 4:15 P. M.
For Fort Washington at 10 A. M. and 11 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
Fassenger Cars run direct to the depot.
Thales For Philadbellphia.
Leave Bethlehem at 6:25 A. M. and 12:25 Noon, and 15 P. M.
Leave Lansdale at 6:00 A. M., 3:15 and 5:35 P. M.
Leave Lansdale at 6:00 A. M., 3:15 and 5:35 P. M.
Leave Fort Washington at 10:06 A. M., and 7:15 P. M.
Leave Fort Washington at 10:06 A. M., and 7:15 P. M.
Philadelphia for Doylestown at 2:30 P. M.
Philadelphia for Doylestown at 2:30 P. M.
Bethlehem for Philadelphia at 7:30 A. M.
Bethlehem for Philadelphia at 4:30 P. M.
Through Tickets must be niccuted at the ticket offices,
HIRD Street or REMKS Street.
S21

1866 -PHILADELPHIA AND ERIE RAIL.

ern and Northwest Counties of Fennsylvania to the
ity of Eric on Lake Eric. It has been leased and is
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Leave Westward—Eric Mail, 9 P. M; Eric Express
Train 12 M.
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Leave Westward-Erle Mail, 9 P. M.; Erle Express
Train 12 M.
Passenger cars run through on the Erie Mail and Express trains both ways between Philade phia and Erle.
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Leave New York at 9 A. M., arrive at Erle 9 30 A. M.
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J. VAN RENSELLEAR, Superintendent.

September 3, 1866.

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