THE DAILY EVENING TELEGRAPH-TRIPLE SHEET .- PHILDELPHIA, SATURDAY, OCTOBER 20, 1866.

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longed breakiast at my club in St. James', helping my digestion with the morning paper, when my eye was attracted by a grand description of the visit to Woolwich of some distinguished foreign princes, who were the "lions" of the season, pro tem.

There was the usual grand review, and intricate manœuvring, helped out, I have no doubt, by clouds of smoke. General This took the command, ably assisted by Captain That, with half a dozen letters after his name. Splendid sight | galloping of horse artillery ! firing of blg guns! thousands of spectators! and so on, fol-lowed by a swell lunch at the R. A. mess, and afterwards a "minute inspection" (that was the term) of the Royal Arsenal. Now, I had often wished to see the wonderful

machinery, and the other attractions of that remarkable place; and, curiously enough. I had that very morning received a most pressing invitation from my old College chum, Bob —, now quartered at Woolwich, to pay him a visit for that very purpose, and, as he expressed himself, "do the thing entirely." He begged me to lese no time, as he was about to retire from the service, but to take the one o'clock train from London Bridge that very day. Nothing loth, after a good lunch to prepare me for the labors before use, I took my ticket for the Arsenal Station, by the North Kent railway, and was soon looking down chimners and passing through many unpleasant odors, seated in a not over-comfortable carriage.

The open country we never reached; and all the way down the line the natives seemed to be busily cogaged in bricks and mortar, as if Lonwere not large enough, and no time should be lost in doub ing its size. Arrived at my des-tination, I met my spruce military iriend, whose warm greeting was rather too much for my lavender kios, the pipe-clay from his regi-mental gloves leaving a very decided mark upon them.

(Query, why do military men still so delight in pipe-clay ?-- can no substitute be found for that obnoxious dust ?)

As we emerged from the station, a stream of men and boys were all hurrying in one direction; these were the workmen going back to the Arsenal alter their dinner. We joined the crowd, which was increasing every moment sron every by-street, like a river making its way to the sca; and proceeding in the direction ourselves in a wide open square, covered by a mass of human beings, steering for a pair of large iron gates. Loud cries from itinerant venders of apples, nuts, etc., rang through the air; and my iriend seizing me by the arm, we were carried by the throng through the gate-way, and emerged almost breathless on the other side. Here we paused to re-cover Bob arranged is weight. cover. Bob arranged his uniform, and agreed with me that another time, perhaps, it would be better to enter either before or after the workmen.

We saw the crowd inside diverging in opposite directions, taking the various roads which led to their several workshops; and, whilst waiting for the men to commence their work, Bob gave

me the history of the spot upon which we stood. "Long, long ago, a dense forest extended from Shooter's Hill down to the river, close to the fishing hamlet of Woolwich, part of which was, by some ancient speculator, turned into a rabbit-warren (the street close by is still cailed Warren Lane), and no one seems to have had any idea as to its future greatness till the year 1716, when a sad accident occurred at the Royal Cannon Foundry at Mooredelds, in London. Some captured French guns were being melted down and recast; and a short time previous to the jurnace being tapped, a Swiss German officer named Schalch saw that the mouids were damp, and informed the superintendent of it: he was, however, only laughed at for his peins, but the work of the superintendent of pains : but the metal on entering the moulds was blown in every direction; the building was destroyed, and several of those present per-ished at the time. Schalch was now inquired for by the Government, and requested to select a site for a new foundry further from town; and he pitched upon the Warren, at Woolwich. Suitable buildings were soon erected, and the successful Schalch placed in charge, where he remained for many years. Such was remained for many years. Such was the beginning of the Royal Arsenal, which has gradually grown so as to cover 300 acres of ground, and to give employment to 5000 men and boys, assisted by the labors of upwards of 100 steam-engines. It was the Cri-mean war, however, which extended the Arsenal to its present size. Economy had reduced our warlike stores to the lowest possible abb, and therefore, when the emergency arose, the augmentation was all the greater, and 15,000 men and boys worked day and night to supply the missiles for Sebastopol. "Mr. Gladstone has now brought the numbers down to barely 5000, many of whom are pen-sioned soluters. They are a well-conducted and orderly body of men, never having a strike or combination against their employers, and carncombination against their employers, and earn-ing good average wages, mostly by piece-work. They are drawn from all parts of the country; the common laborers being principally Irish, and the more skilled artisans Scotch. They are obliged to be under forty years of age before their admission, and are kept very strictly down to contain mission, and are kept very strictly down to certain rules and regulations. For instance, a man may absent himself from his work for twenty hours in a month, without any fault being found with him; but if he takes more he is liable to be discharged. They have filty-six working hours in the week; and when from pressure of business these are extended, they receive balf as much pay again for the overtime. During the Crimean war, they often worked throughout two nights in the week in addition to the usual day labor "As soon as a man is engaged, three metal tickets, with a number upon each, are given him. The first one having only his number upon it; the second one mark additional; the third two marks; so, on coming to his work at six in the morning, he leaves his first ticket; on his return atter breakfast, the second; after dinner, the third; and before going home at night a boy comes round and restores his three tickets "The ticket-clerk keeps a record of each man; ann in this manner a late-comer, or an absentee" is easily detected."

A RAMBLE ROUND THE ROYAL ARSENAL. were ied by boys with long sticks of boxwood. These were soon caten up; and as a quantity of shavings appeared the only result, I was won-dering what had become of all the wood, when a boy pulled open a drawer from underneath, nearly full of little plugs, which fit into the Entield rifle bullet, to improve its practice. There were about twenty of these machines, and the boy said he thought they could make a

and the boy said he thought they could make a million and a half in a we-k. Bob explained to me that the Royal Arsenal was divided into three manufacturing depari-ments—i, e., Laboratory, Gun, and Carriage— each presided over by an officer of the Royal Artillery. There was also the Store Department, which occupied a large space, and employed many hands.

Everywhere we came across fire-plugs and poxes on wheels, housed under scarlet colored tarpaulin. We were told that there was an abundant supply of water alweys, at a pressure of 100 lbs. to the inch, and so effective were the precautions taken, that no serious fire had ever ccurred.

Escaping from the dreadful whirl of these aumberless wheels, we moonted some outside stairs, and entered the powder-barrel factory It was most interesting to see the wood, which was already cut into proper lengths, placed in a circular drum-shaped saw, the teeth of which formed it into staves. The round tops and bottoms were made in another lathe; and then, by hydraulic pressure, these different parts vere all compressed into a perfect barrel, ready to receive the hoops, which were easily ham-mered on atterwards. The workman at the principal machine said he could put a barrel ogether in four minutes.

We now retraced our steps, and crossed over the road to the paper factory, a very warm and steamy place, containing large tanks full of pulp. This was sucked by exhaustion upon steamy place, containing large tanks full of pulp. This was sucked by exhaustion upon metal fingers, already supplied with woollen gloves; and after being dried by steam, on extracting the glove, the paper cartridge was found complete, and ready to receive its bullet. Up-stairs we found boys busy at this opera-tion, *i.e.*, placing a bullet in each paper case, and tying it up to receive the powder, which is kept in sheds in a remote part of the Arsenai, far away from the workshops. Here were also the copper cap machines, supplied by boys with long bands of pure copper, which were drawn long bands of pure copper, which were drawn into the machine, and there cut into crosses by punches; they then fell into a die, which doubled them up into the well-known shape (it scarcely took a moment!), and the finished caps were dropping out more rapidly than you could count them. Boys are again employed to fit them into a perforated metal tray, and this is banded over to a sedate-looking old workman, who has charge of the dangerous composition with which they filled. How carefully he ladles a b bare handful of this white powder into a little wooden bowl, placing himself inside a railed off space, which encloses his machine! Down goes the tray of empty cups beneath a silver-looking plate, perforated with small holes, under each of which lies a cap; a small wooden spade then spreads the composition on the topmost plate spreads the composition on the topmost plate, filling up each orlice, and every sur-plus grain is most scrupulously retarned to the bowls, which are locked up as before. By means of a gentle screw, the tray of caps is now slowly lowered and removed to neighboring machine, where each cap is sub-ected to a pressure of 800 lbs. (one exploded during this operation, and startled me not a little); a coating of shellac gives the finishing touch, rendering them impervious to moisture An accident once occurred at another of these cap-filling machines from some unexplained cause; as the workman was ladling up the sur-plus composition, it suddenly exploded, driving the fragments of his machine in every direction and taking off, at the same time, three fingers of and taking off, at the same time, three ingers of the unfortunate man's hand, besides burning him dreadfully in the face. No one else was injured in the factory; but had not the rules for using so little of this dangerous ingredient been strictly carried out, many lives would have fallen

a sacrifice. Gladly leaving this heated atmosphere, we took the road to old Father Thames. He was as dirty as ever, despite the main drainage, and a seething mass rad past us on its way to the sea. The river side presented a busy scene. Large cranes lined the whole length of the wharf wall, many of them busily engaged in leading and unloading the barges and small steamers which lay alongside. Near these cranes is a long iron-roofed shed, under whose protecting care lay a number of guns, warlike stores, etc., labelled for different parts of our extended empire. Gun carriages for Portsmouth and Malta, tin cases for Gibraltar, shot and shell for New Zealand, old guns from Leith Fort, new ones for Hong Kong and Canada, and heaps of rusty shot and shell from Corfu and Zante. At the back of this shed are millions of cannon balls, piled one above the other in nyramidical heaps, round shot for guns, larger ones still for mortars and the more impudent-looking Armstrongs, ready for any emergency. Bob said the generally kept three million of these little things, in case they might be wanted in a hurry.

vast supplies, I asked Bob if we had any other

"This is tauly the only one," said he, "for the Portsmouth Arsenal is but an insignificant affair, and, would you believe it? though the country is now so busily engaged jortifying all the dockis now so ously engaged jortifying all the dock-yards, this most important place is left all but defenseless; there is nothing whatever to pae-vent the enemy coming up the river Thames with their small steel-plate i steamers and firing Woolwich, and then we should be in a pretty mess. There would not be time to move one-fifticth of the stores now accumulated here, and all the valuable machines and argue here, and all the valuable machinery and workshops would fall a prey to the flames. There are certainly fortifications at Sheerness, but the ships need no! go near them; the Thames is wide enough to let small steamers pass on the other side, and the batteries at Gravesend and Tilbury are not worth much, while there are none whatever at Voolwich.

We found in one of these stores a very curious gun in the shape of a fish; it had formeriv be-longed to the late King of Delhi, was captured when the place fell during the Indian mutiny, and afterwards placed in the Arsenal by the late Lord Canning. It certainly seemed more ornamental than useful.

Close by were wooden mules with little guns strapped upon their backs, avery looking var-mints! they are light and handy little things though, and capable of much mischief.

Other mules were provided with ambulances or carrying the sick and wounded, consisting of kind of paunier on each side of the anumal, or else mere stretchers, which doubted up and formed a sort of arm-chair. Bob told me these were not so much used in the Crimea as wacons ith trays, upon which the poor fellows were laid, and pulled in and out like drawers; they were more comfortable for the worst cases than those on the backs of animals, which, from the perpetual jolting, shake the sufferer most pain-

Other dummy mules were carrying miniature forges, other boxes of horse shoes; in fact, every thing that would be required for mountain warfare.

On leaving these immense stores, we wended our way once more along the river wall, and on reaching the end, my guide remarked that we were approaching the cemetery, in which were deposited the remains of those who had been testroyed by accident.

Wondering why the poor fellows had not been decently interred in the churchyard, I inquired whether the ground was consecrated? He laughed most heartily, "Oh, dear, no! it's the guns I'm talking about." Sure enough, they were all laid out in regular rows, their broken limbs revenently placed together; and it was curious to notice how they had nearly all burst in the same way. One piece of the gun files for-ward, another backwards, and the sides sepa-rate laterally. Some of these accidents had been fatal to the gunners employed; but, as the Armstrong gun does not burst, but only opens out at the joinings, it is hoped these calamities will cease. Many of these old guns, however, had been burst on purpose for experiment. Close upon the cemetery I saw six huge

Close upon the cemetery I saw six huge breech-loading guns; the great roand breech was made to slide back, and then, the charge being inserted, it was closed up again. "These are Yankee swindles," said Bob, "for in the time of the Crimean war, a cute Yankee came over with a small model of a breech-loading gun which was to do wonders; our Government, environ to go bold of a present that the difference. anxious to get hold of anything that would floor Sebastopol, bought the patent, and ordered six guns from the inventor. They were to throw a shot ten inches in diameter, and the Yankee was to have so much per pound weight for them; but the specification was not carefully enough worded; our people expected them to weigh bout three tons, so you may fancy their astonishment when these monsters arrived at Woolwich, weighing some seventeen tons each. Of course they could not be moved, much less used, and there they are just as they left the ship! I wonder our people did not try to reself them to the Yankees when their little war broze

We continued our route, and arrived at the gun-field. Thirty thousand smooth-bores were ying in long rows upon railway iron; considering how many of them must now be useless, it is no wonder that many of the bases of the lamp-posts in Woolwich are nothing but old guns

saw them, splek and span in the finishing-room, where men with delicate hands and accurate vision were giving them the last touches prior to their being removed to the proving butt! The large ones are tested by firing oil a bar of iron weighing one thousand pounds, and i they

stand the test of such an explosion ten times without injury, they are considered fit for use. We now turned our backs on guns and our faces towards shot and shell. Small wagons tilled with old international wagons faces towards shot and shelt. Small wagous filled with old iron, lumps of chalk, etc., were being emptied into a fur-nace, and a grunt of delight, accompanied by yellow-blutsh flames issuing from its mouth, fold us how these delicacies had been appre-

iated. On the other side of this furnace a man crept

up, and with a long iron rod removed the clay stopper, and out poured the molen metal, like fery scup, into an iron caldron, which was wheeled oil when tall and replaced by another. From there the noulds were filled, and after a short miterval for cooling, they were taken outide, where pale-faced men with bare arms and fanted gloves removed the rivets and to-sed out the red-hot shot into the sand to cool.

These men had numerous scars upon their arms, and said it was too hot and weakening to protect them by wearing flannel sleeves; but not long ago an officer had recommended them to use whitening for their burns, and it had succeeded so well that they now kept a boxtul always ready for use, and plastered it over the

would directly after the accident. As we passed out of this factory we admired the beautical metal gates, and then wending our way through immense piles of timber, we reached the sawing mills. As we approached, the noise was deafening, and a steel wheel, covered with sharp teeth, and revolving at a marvellous rate, rose from some underground

marvenous rate, rose from some underground habitation, and made its way towards a goodly oak lying on the ground; quickly it passed through it, cutting it in two parts in as many minutes. The severed block was then laid upon a move-able frame, which conveyed it under seven or ight upright saws, and these, when set to work. very soon disposed of the noble stem, dividing it into eight or nine stout planks. Alas! there was no one to cry "Woodman, spare that tree," Close by is the wheel factory, where the diferent parts of the wheels are cut out by ma-

chinery and then pressed together. In the adjoining yard we found a Turkish tombstone, with its curious characters written in gold upon a slab of granite, the top of which had been shaped into a fez and colored scarlet. Bob told me how the poor Turks lost their tomb-stones, principally during the night, in the Cri-mann wart time and many of them can be a start to the them and many start the start of the mean war time, and many of them may now be seen crected as trophies in English gardens.

By this time I was getting very tired, and de-clared that I must give in; but Bob would not hear of my going away without seeing the carrisge factory, which we had not yet visited. Here were all kinds of carriages in different stages of manufacture - carriages for guns and pontoons, wagons for bread, wagons for wounded, wagons for stores, carts for shot and shell, etc., etc. My eye was attracted by two old-fashioned looking little guns, which bore this m-cription:-"These guns and carriages were made in the Royal Arsenal, 1782, and were presented by King George III, in 1792, to the Emperor of China, and delivered by the Ambassador Lord Macartney. They were alterwards captured in the Emperor Palace in Pekin in 1860, and returned to the Royal Arsenal after an absence in a ropical climate of sixty-nine years, ectly sound and good in every respect." Thus giving no mean testimony to the durability of the work turned out in these Government estab-

lishments. We took a look also at the large model-room belonging to this department, where there was a model (real size) or a ship-mortar, the same kind as these which burst so dreadfully at the bombardment of Sweaborg. There was also a block of elm which had been sawn in two, and in the centre was a cavity con-taining a bird's nest with two eggs in it, one a tomiti's, the other a sparrow's: they must have been there nearly a hundred years, judging by

the age of the tree. I paused for a moment to ask what was the cost of these vast establishments. Bob did not know the cost of the Arsenal alone, but the estimates last year for manufacturing depart-ments and materials at home and abroad came about a million and a half. It was more the year before, but some thousand workmen had been dismissed, thus enabling the Government to reduce our income tax a penny in the pound, while, on the other hand, many iamilies of those poor artisans had beca sub-jected to dreadful privations before they could bad work elsewhere. These men are only entitled to pension alter ten years' service, when they may obtain one-sixticth of their wages, and after twenty years one-sixth, and so on. In a case of accidental death, the family would receive a bonus from the War Office according to rank. It was now time for us to take our departure We passed by the small hospital where cases of accidents are received and attended to, and on reaching the main gates we stopped to examine the beautiful Maltese gun standing there as it to defend the entrance. It was captured at Malta, and is nearly twenty feet in length. On the sun useff is engraved the archangel St. Michael pearing Satan, who is falling backwards; and on the carriage, St. Paul shaking off the vehom ous serpent into the flames. The inscription stated that the gun was made by the Knights of Malta in the year 1607. At this moment the clock struck six. We had

RAILROAD LINES.

E A D I N G R A I L R O A D. GREAT TRUBE LINE. LU CREAT TRUER LINE. ROM PHILADELI'HLA TO THE INTERIOR OF FENNSYLVANIA, THE SCHUMLKILL, SUSQUE-HANNA, CUMBERLAND AND WYOMING VAL-LE'S. THE NORTH, NORTHWEST, AND THE CANADAS. WINTER ARRANGEMENT OF PASSENGER TRAINS.

Oc ober 5, 1995, Leaving the Company's Depot, at THIRTEENTH and CALLOWHILL Streets, Philadelphia, at the following

Leaving the Company's Depot. at THIRTEENTH and CALLOWHILL Streets, Philadelphis, at the following hours:-MORNING ACCOMMODATION, At 7:30 A. M., for Reading and cites incollate Stations. Februaring, reaves Reading at 6:30 F. M., arriving in Functional and the second states of the state of the MORNING EXPIRES. At 8:15 A. M., for Reading, Lebanach, Harrisburg, Pot's-ville, Theorove, Tamagia, Sanbury, Williamsport, 5:30 M. M., for Reading, Lebanach, Harrisburg, Pot's-ville, Theorove, Tamagia, Sanbury, Williamsport, 5:30 M. M., for Reading, Lebanach, Harrisburg, Pot's-ville, Theorove, Tamagia, Sanbury, Williamsport, 5:30 M. Rechester, Nangara Fails, Buifalo, al entown, wilk clearer, Fittston, York, Caillele, Chambersburg, Hagersrown, etc. etc. This train connects at REATING with East Pennsyl-venia Raircad trains for Alentown, etc., and the Lebanon Valley train for Farriaburg, etc., at PORT C 118 TON With Chatwissa Raircade trains for Whildamsburg, Leeck Haven, Elmirs, etc.; at HARRISHUEG with Northern Ceatral Comberland Valley, and SchryRESS Leaves Philacelphia at 3:30 P. M., for Reeding Potts-ville, Harrieburg, etc., connecting with Reading and Columbia Raincod trains for Columbra, etc. READING ACCOMMODATION Leaves Reaching at 6:30 A. M., stopping at all way sta-tions, arrivit g at 2-Badeiph a at 9:40 A. M. Trains for Filadeiphia have Harrisburg at 8:10 A. M., and Poitsville at 8:40 A. M., arriving in Philadelphia at 100 P. M., Aletreen trains leave Harrisburg at 2:00 P. M., Pittsville at 2:40 P. M., arriving at 2:00 P. M., Pittsville at 2:40 P. M., arriving at 2:00 P. M., Pittsville at 2:40 P. M., arriving at 2:00 P. M., Pittsville at 2:40 P. M., arriving at 4:00 P. M.

6 45 P.M. HAERISBUAG ACCOMMODATION Leaves Reading at 7 20 A.M., and Harrisburg at 4 10 P. M. Connecting at Reacing with Af etnoon Accounted dation south at 6 30 P. M., arriving in Philadelp.is at 9 10

dation south at 6 30 P. M., arriving in Philadelphia at 9 10 F. M. Market train, with passenger car attached, leaves Phila-deinha at 12 45 neon for Ecading and all way stations. Leaves Reading at 1750 A. M. and Downingtown at 12 30 F. M., for Philadelphia and all way stations All the ab ve trains run daily, sundays excepted. Sut day trains leave Pettsville at 500 A. M., and Phila-delphis at 315 P. M. Leave Pethodelphils for Reading at 8 00 A. M., reutning from Reading at 420 P. M. CHESTER VALLEY KALLEO AD. Pastengers for Downington and intermediate points tab et be 7.50 and 8 15 A. M. and 4 20 P. M. trains from Palla leipha, returning from Downlagtown at 740 A. M. and 12 30 neon.

Polla leiphia, returning from Downlagtown at 740 A. M. and 1250 Loon.
 NEW YORK EXPRESS FOR PITT8BURG AND THE WEST
 Leaves New York at 7 and 9 A. M. at d 800 P. M., passing Reading at 1 Connecting at Annual 1998 A. M. and 148 P. M., and connecting at Hairisburg, with Penneylvanta and Northern Central Railrond express trains for Pittsburg, Chicago, Wilhamsport, Eimira. Baltimore, etc.
 Returning, express train leaves Harrisburg on arrival of the Fennsylvania express train leaves Harrisburg and 905 A. M., and 915 P. M., passing Reading, at 449 and 1052 A. M., and 915 P. M., passing Reading, at 449 and 1052 A. M., and 245 F. M., Steeping cars accompany these trains through between Jersey City and Pittsburg, whout change.

Anoli train for New York leaves Harrisburg, without A noall train for New York leaves Harrisburg at 2:10 P. M. Mail train for Harrisburg kaves New York at 12 M. S. HUYLKILL VALLEY RAILBOAD. Trains leave Potswille at 7 and 11:30 A. M., and 7:15 P. M. returning from Tamagua at 7 35 A. M. and 1:40 and 4 15 F. M.

CHUYEKILL AND SUSQUEHANNA RAILROAD.

SCHUVEKILL AND SUSQUEHANNA RAILROAD. Trains leave Auburn at 7.59 A. M. for Pinegrove and Harrieburg, and 1:50 F M. for Pinegrove and Tramont, vituring from Harrieburg at 3:20 F. M., and from Tre-mont at 7:50 A. M. and 5:25 F M. TickETS.
 Through first-class tickets and emigrant lickets to all the principal points in the North and West and Canada. Tick filowing tickets are obtainable only at the office of S BRADFORD, Treasurer, No. 227 S. FOURTH Street, Philadelphis, or of G. A. NICOLLS, General Superintend-cent, Reading :-COMMUTATION TICKETS. At 25 per cent. discount, between any points desired, for immilies and firms. MILFAGE TICKETS. Good for 2000 miles between al points, 552:50 each, for families ang firms.

amilies and firms. SEASON TICKETS.

For three, six, n.ne, or twelve months, for holders only, to all points, at reacced rates CLERGYMEN

CLERGYMEN Residing on the line of the road will be furnished cards entiting themselves and wives to tickets at 1 alf fare. EXCURSION TICKETS From Philadelphia to principal stations, good for Satur-day, Sunday, and Monday, at reduced rate, to be had only at the Ticket office, at THIRTEENTH and CALLOWHILL Surgets Succets.

Succes. FREIGHT. Goods of all descriptions forwarded to all the above roints from the Company's Freight Depot, BROAD and WILLOW Steets. FREIGHT TRAINS Leave Philadelphia daily at 6 36 A. M., 12:45 noon, and d P. M., for Reading. Lebanon. Harrisburg, Poitsville, Port Clinton, and all points forward. MAILS Close at the Philadelphia Post Office for all places on the

Close at the Philadelphia Fost Office for all places on the road and its brancaes at 5 A. M., and for the principal tations only at 315 P. M. 845

RAILROAD LINES.

HAILADELFHIA, WILMINGTON, AND BAL -TIMORE RAILBOAD TIMORE RAILBOAD TIME TABLE. Commencing MONDAY, July 2, 1866, Trains will have Depot, corner of BROAD Street and WASHINGTOM A contra, as joilows --Brotress Train at 415 A. M. (Mondays excepted), for Ballmore and washington, stopping at Chaster, WUmiger on, Newark, Eakton, Nowth sat, Persyville, Havre-de-stemmer's Run.

temmer's Run. Way Mail Train at 815 A. M. (Sundays excepted), for failtmore, stopping at all regular stations between Phila-icibia and Baltmore. De awaye Hallroad Train at 9 A. M. (Sundays excepted), for Princess Ann c. Milfold, and inarmediate stations. Express Train at 11 45 A. M. (Sundays excepted), for Baltmore and Washington.

Express Train at 11.40 A. M. (Sundays excepted), for Battmore and Washington. Express Train at 3 P. 51. (Sundays excepted), for Bal-finete and Washington, stopping at Obester, Giaymant, Wimington, Newark, Elkton, Northeast, Perryvile, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Mag-nola, Chase's and Stetumer's Run. Night Express at 11 P. M., for Baltimore and Wash-ington.

ntch. Passencers by Boat from Bal more for Forfress Mon-se, Norfolk, Chy Foint, and Richmond, will take the 114s WILMINGTON ACCOMMODATION TRAINS, WILMINGTON ACCOMMODATION TRAINS,

Stopping at all Stations between Philadelphia and Wit-

mington,
Leave Philadelphia at 9 A. M., 12'30, 4 30, 6, and 11 30 P.
M. The 450 P. M. train connects with Delaware Kaliroad for Harrington and intermediate stations.
Leave Wilminston at 6 30, 7 16, and 950 A. M., 4 and 6 36 P. M. The 715 A. M. train will not stop at stations between Chester and Philadelphia.
Trains for New Castle leave Philadelphia at 9 A. M., 430 and 65 P.
THEOUGH TEAINS FROM BALTIMORE.
Leave Wilminston at 11 A. M., 4 36 and 10 P. M.

430 and 61° M.
 THEOUGH TRAINS FROM BALTIMORE.
 Lawe Wilmington at 11 A M. 4.36 and 10 P.M. CHESTER FOR PHILADELPHIA.
 Leve Wilmington ACCE TO PHILADELPHIA.
 Lawe Balim ve 720 A.M., way mail. P29 A.M., 443, 610, 720, and 10.6 P.M.
 FROM BALTIA ORE TO PHILADELPHIA.
 Lawe Balim ve 720 A.M., way mail. P29 A.M., 443, 750, 750, 10 P.M., Express.
 TRAIN & FOR BALTIMORE.
 Teave Chester at 4.40 and 5.52 A.M., and 3.28 P.M.
 Leve Wilmington at 2.50 and 0.38 A.M., and 3.28 P.M.
 Leve Wilmington at 5.20 and 0.30 A.M., and 3.28 P.M.
 Leve Wilmington at 5.20 and 0.30 A.M., and 3.28 P.M.
 Leve Wilmington at 5.20 and 0.30 A.M., and 4.10 P.M.
 Fright Trains with Passenger Cars attached will leave as follows :-- will mington, for Perryville and in ermediate stations at 4.20 A.M., scanced-ing at Wilmington with 716 A.M. train for Philasocriptia.
 SUNDAY TRAINS.
 Express Train at 415 A.M., for Haltmore and Washington. South 716 A.M. for Wilmington at 5.20 P.M. Provide and Mashington. South 716 A.M. for Wilmington at 5.20 P.M.
 Fright Trains Wilh Passenger Cars attached will leave as follows :-- Wilmington, for Perryville for Wilmington with 716 A.M. for Haltmore and Washington.
 SUNDAY TRAINS.
 Express Train at 415 A.M., for Haltmore and Washington. Southerst, Perryville Harre-de Grace, Aberdeen, Perryville, Perry-mark, Magnolia, Chase and Bremmer's Run.
 Mathematic EFOR PHILADELPHIA.
 Leve Balimore at 8.25 P.M., stopping at Havro-de-Grace Perryville, and Wilmington. Also stops at Eliton.
 Mathematic stations.
 BALTIMORE FOR PHILADELPHIA.
 Leve Balimore at 8.25 P.M. stopping at Havro-de-Grace Perryville, and Wilmington Also stops at Eliton.
 Mathematic stations at 8.25 P.M. stopping at Havro-de-Grace Perryville, and Wilmington Also s

416 H. F. KENNEY, Superintention. FOR NEW YORK.—THE CAMDEN AND Amboy and Philadelphia and Trenton Railroad Com-pany's Lines. FROM PHILADEL*HIA TO NEW YORK and Way Flaces, from Walnut Street Whart, will leave as pank.

At 5 A. M., via Camden and Amboy, Accommoda-

Trenton. LINES FROM KENSINGTON DEPOT WILL LEAVE At 11 A. M., 450, 645 P. M., and 12 P. M. (Night), via Kensington and Jersey City Express Lines, fare 530. The 645 P. M. Line will fun cally. All others Sundays

excepted. At 7 30 and 11 A. M., 3, 4 30, 5, and 6 45 P. M. and Mid-

At 7 So and 11 A. M. 3, 4 30, 5, and 6 45 F. M. and Midnight, for Bristol, Trenton, etc.
 At 7 and 10:15 A. M. 12 M. 3, 4, 5, and 6 F. M., for Cornweil's, Torresdale, Holmesburg, Tarony, Wissinoming, Bridesburg, and Frankford, and at 10 15 A. M., for Brastol, Schenck's, Edungton, and 2 F. M. for Holmesburg and intermediate stations.
 At 7 30 A. M. and 3:30 F. M. for Niagara Falls, Buffalo, Dunkirk Canandaigua, Ehoina, Ithaca, Owege, Rochester, Binghamton, Oswego, Syraanse, Great Bend, Monthose, Wilkesbarte, Scratton, Stroudsburg, Water Gap, helvidere, Easton, Lambertville, Fiemington, etg. The 3:30 P. M. Line connects direct with the train leaving Easton for Mauch Chank, Allentown, Bethleisen, c., June 1, 1866. WILLIAM H. GATZMER. Agent, J. Schwey, VANIA, CENTRAL, PALLROAD.

By this time there were only a few stragglers to be seen; we followed the direction of the larger stream, and saw them pouring through a doorway into their factory, each man depositing, at a little pay-wicket, the aforesaid ticket,

We first looked into an old-fashioned building. the delight of our friend Schalch, many years ago (where the brass guns were cast before Armstrong was heard of); and a beautiful sight it must have been to see the bronze metal pouring and seething into the upright moulds changing its color every minute! Now, glas the glory of this building is departed. Brass has given way to steel, and nothing but a few insignificant castings mark the spot so much esteemed in bygone days.

Passing on to the next doorway which was opened to us by a one-armed porter) this other arm having been severed by a shell in the trenches of Schastopol), we entered a large factory, filled with revolving wheels and bands. There were lathes for about 500 men, driven by two large engines; many of these, however, were at this time unoccunied.

A small side-room first attracted our attention, where lead was being made into coils, ready for the builtet-machine in the large fac-This machine took the leaden rope, bit tory. it into small pieces about an inch long squeezed them into shape, and rifle bullets made appearance in a little box on the floor. In this manner, 30,000 bullets a day were made for the Entield rifle. The men worked hard indeed, losing no time, as they were paid by the piece. Their wages might average twenty-five shillings a week; mere laborers receiving their fourtee shillings and upwards, and artisans thirty shillings and more.

As we sauntered down the room, s while others were making metal fuzes of all kinds to explode them. We also noticed at the end of the room several small cutting lathes, which

The round shot are brought down to the shore for exportation on a raised kind of railway, along which they are rolled by men placed at various intervals.

In the centre of the wharf is a long pier, shaped like the letter T, which reaches far into the river; the larger ships were lying here, having their stores brought to them unning on a tramway. So convenient is this pier for landing and embarking from at all stages of the tide, that not only do the soldiers of the garrison make use of it. but royalty itself often graces it with its presence.

We now turned off to the right, and stood facing an enormous mortar, certainly fifteen feet high; two large shells, evidently belonging to it, were lying at its base. Bob explained to me that this was one of the once famous mortars constructed by Mr. Mallet, which were to reduce Sebastopol to ashes in a few days; the shells, weighing 3000 lbs., and loaded with a charge of 100 lbs. of powder, were to fly for miles and to burst on falling like a small mine, carrying death and destruction in every direc tion. The drawings and plaus of this monster were laid before the scientific committee for proving inventions; they shook their wise heads, and said it was altogether wrong in principle, and would never answer. Govern-ment, however, had made up their minds to give them a trial, and they were ordered; but, alas! when fired, they would come to pieces, and turs large shells could not be made to go as far as a common mortar. These experiments must have cost the nation some £20,000, and the mortars themselves never left Woolwich. Close to this seless giant were some curious guns capture in the late Chinese war; they were lined inside with "wrought-iron tubes-"Just what we are doing now to our old guns," said Bob, "to try and make them strong enough to bear rifling. Their wheel tires were studded with large neaded nails, which made one think how painful t would be to be ran over by them !

More of poor John Chinaman's spoils were scattered around us. Large bronze guns, covered with tea-chest-looking inscriptions, and embellished with drawings of butterflies, stags, and storks!

A few yards further were two Russian gans upon their iron carriages, just as they were found in the Redan on that memorable morning. No wonder the poor things were left behind! They were almost buttered to pieces by our shot, which had cut great grooves in them, and even entered their very mouths.

A solemn shade passed over Bob's counte nance, and sad memories of a bygone day write roused by the sight of these now silent foes. I knew he had borne his part on that fatal morning which brought sorrow and grief to many a fond heart at home, and had been present when so many of his former comrades were laid side by side beneath the earth works of that great Bedan. We now entered a large building close by— the harness store—filled with piles upon piles of horses' shoes, and like, the roof was garnished with nance, and sad memories of a bygone day were

ness, and such like; the roof was garnished with mendant curb chains looking like a steel grapery, and everything was order and neatness per Here were 20,000 sets of artillery barness, and any number of cavalry saddles and How many large rooms we passed bridles. through, all full to the cetting, I don't know, but they seemed endless. Astonished at these

Workmen were untling new touch-holes into some, and examining the inside of others, to see whether they were fit for use. In a corner rested some ancient relies of the deep-old iron gurs which had been fished up some time back from the briny. They belonged, when new, to the Mary Rose, lost in the days of the eighth the Mary Kose, lost in the days of the eight Harry. They seemed mere pigmics to the giants by which they were surrounded; and the thought struck me that even these very mon-sters, at some future day, might be mere playthings as compared to later inventions,

My attention was now directed to a range of workshops, in which such a clatter of banging and thumping was going on, accompanied by clouds of smoke and steam, that I by clouds of smoke and steam, that I did not like to venture in. These were the head-quarters of the great Armstrong, whose name, not long ago known scarcely beyoud Newcastle, has now become a household word to many nations. Bob surprised me by saying that so great was the secret of this invention when it was first brought out, that even the gallant artillery general who then commanded at Woolwich was not allowed to witness the process of manufacture. He and his taff were one day actually seen waiting outside this very workshop, while some toreign princes who happened to be provided with a special order from our Government were admitted, and bad everything explained to them. But the whole thing is well known to everybody now. It is supposed that other nations do not manuthem, either because they think they iacture have a better gan of their own, or that they have not the machinery or mechanics to make

Outside the factory, men were busy unloading wagons filled with bars of fough looking iron, bout twelve feet long and two inches broad; inside, these bars were joined together by weldng, then placed in an oven till red hot, and atterwards drawn out and wound like a rope round an iron drum, thus forming a coil of metal. A little further, we saw this coil in its second stage; it had been again heated in a furace, and the Nasmyth hammer was now forcing the non into one mass, till it became a cylinder of unbroken metal; two of these cylinders were then hammered together, and so on thil the rough gun was complete.

I must not, however, omit to mention one of he centre coils, to which were attached the arms or trunnions which support the gun upon ts carriage. The hammering of this mass was onducted in another foundry; and when we arrived it had already been well beaten, and was just about to issue once more from its furgace for another, welding. A long iron bar, as a handle, was fastened to it; and on opening the turnace door, there it lay; so white with heat, we could scarcely look at it. Twenty men now seized the bar, a crane was set to work, and the glowing metal, emerging from its den was carefully hid doors areas rom its den, was carefully laid down upon its on bed, under the most ponderous hammer 1 had ever seen; it came down with a crash that made the ground tremble under our feet, and is o powerful that it is capable of striking a blow of two hundred tons, notwithstanding which it can be managed with such delicacy as to crack nut without bruising the kernel. It is said that one thousand tons of different

for the bed, but the soil being marshy, the treautous motion is felt at a great distance.

At the first blow we were covered with sparks, bich, however, became fewer as the metal ocled; the heat found a relage in the twenty orkmen. Poor fellows! how they perspired, ad how exhausted they were when, after a ood hummering, our friend was returned to his for mother heating.

Half cooked and half stunned. I followed Bob through many other factories where these gans were being turned and rifled and dilled. I do not, however, remember much about them, ex-cept that I brought away with me a beautiful long curl, which had been culled, not from the ocks of the chief engineer, but from the pate of a brawny Armstrong who was being Bantingized down to his proper size by a steel chisel, which stock to the helpless creature like a leech, and which there was no escape.

How pretty the baby Armstrongs were as I

actually been four hours going round. Once more the great bell rang; again hun dieds issued from every quarter and poured in

an enormous stream through the gates, A row of policemen formed across the outlet. allowing the crowd of men and boys to filter allowing the crowd of men and boys to inter-through them, and tapping such of them on the shoulder as they thought looked suspiciously bulky or had large coats or bundles. The se-lected one at once diverged from the stream, and entered a ide-door, where he was searched by the police to sea if he had anything belongthe police to see if he had anything belongg to Government in his possession.

Strict as this search is, the pilfering is very ousiderable. It is easy enough for a man to place a few copper nails in his hair, and if he did this every time he left his work, the Gov-ernment would have lost no small sum of money at the end of the year. Right glad was I to find myself once more

scated in the train. The indetatigable Bob was as itesh as ever. He told me that although I had visited but a part of the vast establish-ment, yet I should still carry away with me a pretty good idea of the whole; and I thought so 100. - London Society.

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L. 2, 8, 4, 43, 6, 635, 7, 8, 9, 10, 11 P. M.
The S 10 down train, and 23, and 53, up trains will not stop on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia 9, 10 A. M., 2, 5, 5, 105, P. M.
Leave Germantown S A. M., 1, 4, 62, 53, F. M.
Leave Germantown S A. M., 1, 4, 62, 53, F. M.
Leave Chesnut Hill 7, 10 minutes, A. M., 2, 834, 634, 7, and 11 P. M.
Leave Chesnut Hill 7, 10 minutes, A. M., 2, 834, 634, 7, and 11 P. M.
Leave Chesnut Hill 7, 10 minutes, P. M.
Leave Chesnut Hill 7, 40 minutes, P. M.
Leave Chesnut Hill 7, 40 minutes, P. M.
Leave Chesnut Hill 7, 40 minutes, A. M., 2, 5, and 8 P. M.
Leave Chesnut Hill 7, 40 minutes, A. M., 12, 60, 640, and 920 minutes P. M.
Leave Chesnut Hill 7, 40 minutes, A. M., 12, 5, and 8 P. M.
Leave Chesnut Hill 7, 40 minutes, A. M., 12, 5, and 8 P. M.
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Leave Chesnut Hill 7, 40 minutes, A. M., 12, 5, and 8 P. M.
Leave Chesnut Hill 7, 40 minutes, A. M., 12, 5, and 8 P. M.
Leave Chesnut Hill 7, 60 minutes, A. M., 12, 634, 635, and 570 minutes, P. M.
Leave Chesnut Hill 7, 60 minutes, A. M., 12, 434, 634, and 59, 59, 614, 596 minutes, and 115, P. M.
Leave Norristown 534, 7, 750, 9, 11 A. M., 114, 434, 634, and 514, 534, 614, and 514, 534, 614, and 514, 544, 634, and 515, F. M.
Leave Thiladelphia 9 A. M., 254, 4, and 714, P. M.
Leave Thiladelphia 9 A. M., 254, 4, and 715, P. M.
Leave Norristown 7 A. M., 154, 4, and 714, P. M.
Leave Thiladelphia 9 A. M., 254, 4, and 715, P. M.
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FOR MANAYUNK.
 FOR MANAYUNK.
 Leave Thiladelphia 6, 835 minutes, 11 05 A. M., 155.
 45, 55, 65, 845, 845, and 115 P. M.
 Leave Manayunk 634, 754, 8 20, 954, 1155 A. M., 2, 5, 654.
 853 F. M.
 ON SUNDAYS.
 Leave Philadelphia 9 A. M., 15, 4, and 754 P. M.
 Leave Manayunk 154 A. M., 154, 6, and 955 P. M.
 Leave Manayunk 154 A. M., 154, 6, and 955 P. M.
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 Leave Manayunk 154 A. M., 154, 6, and 955 P. M.

Depot NINTH and GREEN Streets, NORTH PFNNSYLVANIA RAILROAD, Depot. THIRD Street, above Thompson. For BEFLIEHEM, DOYLA STOWN, MAUCH CHUNK, EASTON, WILLIAMSPORT, and WILKESBARHE. At 7:00 A. M. (Express), for Bethlehem, Allentown, Manch Chunk, Huzleton, Williamsport, and Wilkesbarre, At 3:30 P. M. (Express), for Bethlehem, Easton, etc., reaching Easton at 6:40 P. M. At 5:15 P. M., for Bethlehem, Allentown Manch Chunk, For Fort Washington at 10 A. M. and 11 P. M. For Lansdaue at 6 15 F. M. White carrs of the Second and Third Streets Line City Passenger Cars run direct to the depot. TAINS FOR PHILADELPHIA. Leave Bothchicm at 6:20 A. M. and 12:20 Noon, and 6:10 P. M.

P. M.
 Leave Doy'eatown at 6:40 A. M., 3:15 and 3:30 P. M.
 Leave Longd'e at 6:00 A. M.
 Leave Fort Washington at 10:50 A. M., and 2 15 P. M.
 ON SUNDAYS.
 Philadelphia for Doylestown at 2:36 P. M.
 Doylestown for Philadelphia at 7:30 A. M.
 Bethlehem for Philadelphia at 4:50 P. M.
 Bethlehem for Philadelphia at 4:50 P. M.
 Through Tickets must be procured at the licket onlices.
 THE D Street or BEERS Street.
 521

ELLIS CLARK, Agent, 1866. --PHILADELPHIA AND ERIE RAIL-ern and Northwest Construct of the traverses the North-of Erie on Lake Eric It has been leased and is operated by the Fennsylvania Italiroad Company. TIME OF PASSENGEL TRAINS AT PHILADELPHIA Arrive Enstward-Eric Mail Train, 7 A. M.; Eric Express Train. 12, M. Leave Westward-Eric Mail, 9 P. M.; Eric Express Train, 12 M.

Train, 12 M.
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W EST JERSEY RAILROAD LINES, FROM

V foot of MARKET Street (Upper Ferry), common MONDAY, September 24, 1865. LEAVE PHILADELPHIA AS FOLLOWS -

LEAVE, FILLADELFILLA AS FOLLOWS:-Fer Birlögeion, Salem, Millyllie, and all intermediate intions, at 8 A M. Mall, 3:30 P. M., Passenger, For Woodbury, 5 A. M., 5:30 and 6 P. M. For Cape May, at 3:20 P. M. REFURNING TRAINS LEAVE Woodbury at 7:15 and 8:40 A. M., and 4:54 P. M. Bridgenen at 7:05 A. M. and 3:50 P. M. Freight, 6 30 P. M.

P. M. Balem at 6550 A. M. and 355 P. M. Freight, 545 P. M. Billiville at 6555 A. M. and 3565 P. M. Freight, 610 P. M. Cape May at 1145 A. M. Passanger and Freight. Freight will be received at Second Covered Wharf blow Walmet street, from 9500 A. M. until 5500 P. M. that received before 750 A. M. will go through the same fay.

day. Freight Delivery, Ro. 228 S. DELAWARE Avenue. 9 25 J. VAN RENSSELAER, Superintend

June 1. 1866. WILLIAM H. GATZMER. Agent. PENNSYLVANIA CENTRAL RAILROAD. SUMMER ARRANGEMENT. The Trains of the Fenns, vania Central Rairoad icave the Denot, at Thirty-first and Market streets, which is reached by the cars of the Market Street Pas-senser Railway, running to and from the Depot. The hat car leaves Finz: street about 30 minutes prior to the departure of each Tialm. On Sundays-Cars leave Eleven h and Market Streets 45 minutes before the departure of each Trains. Mann's Bagage Express will car for and deliver Bagage at the Depot. Orders the office, No. Gal Chesnut street, will receive attention. Gal Chesnut streets LEAVE DEPOT. Viz :--Maill Train

TRAINS LEAVE DEFOR. VAL.
Mail Train 8:00 A. M
Publi A prote mind and a state the state at 1000 at
Faoli Accoumodation, No. 1
THE LODG ADD F. THE F. SHIPPERS
Paoli Accommodation No 2at 5:00 **
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Pholi Accommodation, No 3
TRAINS ABRIVE AT DEPOT, VIZ :
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by Expressat 5:50 *
Paoli Accommodation, No. 3at 5:50 *
larrisburg Accommodation
* Dally, except Saturday. + Dally, t Dally, except
sonosy, All other Trains daily, except Sunday.
"Hunning through from Philadelphia to Plutsburgt
The ship out of the of the office of the output
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and Erie without change or cars, Sunday Accommodication Trains for Paoli and interma-

date stations have Philade phia at 900 A. M. and 700 P. M., returning leave Paoil at 650 A. M. and 450 P. M.

P. M., returning leave Paoli at 650 A. M and 450 P. M.
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 Is lot "ded at No. 621 CLESHOI STREET, Where TREESES and important bounds are be procured, and foull information at a site of the second strength of the second strength." An a strength of the second strength of the second strength of the second strength.
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