LADIES' DRESSES IN PARIS. Is Crinoline Out of Fashion! The correspondent of the London Post at Paris, having feedined letters from ladies in England begging him to inform them whether cumpline is in or out of fashion in Paris, writes

"I meet in the streets of Paris, and some "I meet in the streets of Paris, and sometimes at an evening reception, a tonet of the period of the First Empire, short-waisted, and certainly there can be no crinoline or iron-hooped anything under a somewhat scanty robe, such as a Lady Jersey danced in at Almack's in the days of George IV. You see the pretty feet, and some idea may be arrived at as to how nature has sculptured the whole of the graceful lemale form. At the promenade in the Bols you meet with ladies whose dresses in the Bois you meet with ladies whose dresses gracefully respond to the movements of the frame; and certainly there cannot be any cunningly conceived substructure of steel and textile substances under that Empire costume. I therefore conclude that there are ladies of fashion moving about in the most refined society honestly without crinoline; but they are not yet a majority. You find most ladies, on the contrary, wearing dresses which spread out at the bottom, and show a train which begins to be as long as those worn at court. From the waist downwards this evercostume. I therefore conclude that there are spreading trailing robe must be supported by some material? Is it crinoline? Is it jupe in another shape, or is it a mass of clustering under-clothing of cotton or linen? How am I to find out that? I have watched sublimely grand ladies get out of a carriage, under the impression that the accident age, sion that the accident of events might enable one to form a pretty good opinion about the presence of crinoline. But no jupes cages ever turned up; the robe falls into a monotonous spread, traits on the ground, and is as irritating to surrounding human nature as the old crino-line nuisance. Gentlemen have to dodge about in the drawing-room, and on the pathway of gardens and parks.

'In the streets of Paris some ladies wear a dress which appears to be crinolineless, until it suddenly and abruptly spreads out at the bottom as if a single hoop were employed. What is this? A windy day at the seaside might relieve one's doubting mind. I strongly suspect relieve one's doubting mind. I strongly suspect this is the last ring—a horrid cage. If ermoline is expiring, it dies hard in Paris. The ladies at the markets still wear crinoline, and so do the ladies of the kitchen, therefore I suspect crinoline is hovering still about in all classes of society. Now, those interested in this momentous question will say, Why don't you go to the teah on hooks for information? At an the tashion books for toformation? Ask an audience of M—e W—t, in the Rue de la Pats. Do you think you can say anything positive after all this? One magazine of the tashions tells us:— Taking our impressions from certain high indications we think we may go so far as to declare that a gradual abandonment of crinoline is taking place in all classes of so-ciety.' You then turn to the colored plates, and there you find a dress worn by a lovely creature, the bottom of which is occupying nearly the whole width of the plate. What keeps out its vast spreading proportions? If you ask me to sum up, my answer is, I believe crinoline is only balf out, and something quite as bad is half in. We are probably passing through a period of transition. It will be very interesting for some time to come to look for the day when humanity can write-Crinolina

#### The Mont Blanc Catastrophe.

ALPINE GUIDES SEARCHING FOR THE DEAD. A letter from Chamounix says: "Twenty-six guides left the Grands Mulets at 6 A. M. yesterday for the Grand Plateau; their progress was watched with great interest by means of powerful glasses, until at last they were observed to divide into parties of twos and threes, and for some time to wander to and fro, when they were observed to collect together on one spot, to the right of the Rocher Rouge,' and from the many auxious glances that were given through ail the available glasses in Chamounix, the conclusion come to was that they had discovered some traces of the poor fellows.

This surmise turned out to be true, for a t2 30 eight guides were despatched to Chamounix with the sad news that they had recovered the bodies of the two porters (Joseph and Francois Tournier), and that they nad left eighteen guides. with the indefatigable Silven Couttet diligently searching for some traces of poor Captain Arkwright and his guide, Simond Michel. After nearly dusk, they had turn to the Grands Mulets unsuccessful in finding the least trace of Captain Arkwright for his guide. At midday the weather had taken a sudden change, and a very heavy snow-storm began to fall, which very much increased the dangers and difficulties the guides had to encounter, but towards evening the beavens had cleared again, and a fine frosty evening set in. This morning the remaining caravan of guides (nineteen) left the Grands Mulets at 7 o'clock to return to Chamounix with the bodies of the two porters, and, as I now write half past I, the sad procession is slowly marching into Chamounix without having met with the least trace of Captain Arkwright or his guide, Simond Michel."

Demand for Labor in Australia.—In a report from Mr. Moody, the immigration agent at Melbourne, respecting the description of labor in demand in the colony, it is stated that "the present exceptional year of severe drought has, in many localities, affected the demand for labor. The effect, however, has been principally felt by those persons engaged in mining pursuits, while, from information which I have been able to procure from various districts, the demand for agricultural and general labor has been en hanced by the facilities which the Amended Land act has afforded for procuring land agricultural settlement."

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We ber leave to draw your particular attention to our new French Steam Scouring Establishment: the first and only one of its kind in this city. We do not dye, but by a chemical process rescore Ladies', Gentlemen's, an Children's Carments to their original states, without injuring them in the least, while great experience and the beat machinery from France enable us to warrant perfect satisfaction to all who may tayor us with their patronage. LaDIES' DRESSES, of every description, with or without Trimmings, are cleaned and finished without being taken apart, whether the color be genuine or not.

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Opera Closks and Mantilias, Curtains, Table Covers.
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TRUSSES,	SUPPORTERS,	ETC.
EVERETT, after guarantees the a Patent Graduatin others, Supported	ILADELPHIA SUR SDAGE INSTITUTE, PATTI Street, above Mari thirty years' practical kiliul adjustment of his Pressure Truss, and a S. Elastic Stocking, Shoul sories, etc. Ladies' aparti	ket.—B. Con experience Premlum variety o



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And coated with LIQUID GUTTA PERCHA PAINT.
making them perfectly water proof. LEAKY GRAVEL
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foot old Board or shingle koofs ten cents per square
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Stell-week carrying the United States mais.

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To London 95 To London 40

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NORFOLK AND RICHMOND, cabins.......86 and 88 CHARLESTON, cabin........825. second class......813 SAVANAH. cabin.........25. Second class......13 Every SATURDAY, star line for NEW ORLEANS
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The undersigned having leased the KENb. ACTON SCREW DOUR, begs to inform his friends
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Having the agency for the sale of "Wetterstedt's
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6-4 CAROLINA FLOORING.
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FLASTERING LATHS.
AT REDUCED PRICES.
AT REDUCED PRICES. 1866.

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No. 1 LONG CEDAR SHINGLES.
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FINE ASSORTMENT FOR SALE LOW 1866. LUMBER FOR UNDERTAKERS

O. LUMBER FOR UNDERTAKERS!! RED CEDAR, WALNUT, AND PINE. RED CEDAR WALNUT, AND PINE. 1866. ALBANY LUMBER OF ALL KINDS Of ALBANT HUMBER OF ALL KINDS,
ALBANY LUMBER OF ALL KINDS
SEASONED WALNUT,
SEASONED WALNUT,
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White Pine, seasoned.
First and second quality Yellow (4-4, 5-4) and White
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Joists, Sflis, and Scantling, from 12 to 28 feet, Spruce Josts, Sills, and Scanting, from 12 to 28 feet, long all wietes.

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### PROPOSALS.

DROPOSALS FOR IRON HEAD BLUCKS QUARTERMASTER-GENERAL'S OPPICE, (WASHINGTON, D. C., October 31, 1895.)

1. Sealed Proposals will be received at the Office of the Quarter master-General, Washington, D. C., intil November 30, 1866, for furnishing Cast-from bead Blocks for National Cemeteries, delivered in quantities about as follows, viz.:—

Head Blocks.

Norfolk, "from 700 to 1,500
City Point or Petersburg, Va.trom 15,000 to 20,000
Newbern, North Carolina, from 25,000 to 1,500
Wilmington, from 25,000 to 3,000
Salisbury, from 500 to 600
Goldsborough, Irom 1,500 to 2,000
Charleston, South Carolina, from 500 to 1,000
Florence, 500 to 3,000 Hilton Head, " 1 rom 2 000 to 2 000 Beautort, " 1 rom 1 000 to 1 500 Savannah, Georgia 1 rom 1,000 to 1,500 Marietta, " 1 rom 2 000 to 1,500 Marietta, " 1 rom 12,000 to 13,000 Marietta, " 1 rom 12,000 to 13,000 Millen, " 1 rom 12,000 to 13,000 Millen, " 1 rom 1,500 to 2,000 Mobile, Alabama 1 rom 700 to 1 000 Selma or Montgomery, Ala 1 rom 2 000 to 3,000 Bairancas, Florida 1 rom 500 to 1,000 New Orleans, Louisana 1 rom 500 to 1,000 New Orleans, Louisana 1 rom 500 to 2,500 Port Hueson, " 1 rom 500 to 600 Biownsville, Texas 1 rom 500 to 600 Matchez, Mississippi 1 rom 1,200 to 3,000 Natchez, Mississippi 1 rom 1,200 to 2,000 Vicksburg, " 1 rom 15,000 to 25,000 Natchez, Mississippi 1 rom 1,200 to 2,000 Vicksburg, " 1 rom 15,000 to 25,000 Memphis, Tennessee 1 rom 8 000 to 12,000 Fort Donelson 1 from 2 000 to 3,000 Kashville, " 1 rom 15 000 to 2,000 Kashville, " 1 rom 15 000 to 4,500 Ka

Corinth, from 4,000 to 6,590
Memphis, Tennessee, from 8 000 to 12 000
Fort Donelson, from 2 000 to 3,000
Rashville, from 15 000 to 20,000
Pietsburg Landing, Tenn, from 3,000 to 4,500
Stone River, from 4,000 to 5 000
Chattanooga, from 2,500 to 3,000
Knoxville, from 2,500 to 3,000
Columbia, from 1,200 to 1,500
Louisville, Keniucky from 4,000 to 5 000
Camp Nelson, from 1,200 to 1,500
Louisville, Keniucky from 4,000 to 5 000
Camp Nelson, from 1,200 to 1,500
Louisville, Keniucky from 1,000 to 2,500
Bowling Green, from 1,200 to 1,500
Louisville, from 6,000 to 1,200
Cairo, Illinois from 6,000 to 4,500
Chicago, from 1,000 to 4,500
Springfield, from 6,000 to 1,200
Quincy, from 2,000 to 3,000
Chicago, from 1,000 to 4,500
Springfield, from 6,000 to 1,200
Quincy, from 2,000 to 3,000
Rock Island, from 1,200 to 3,000
Joffersonville, Indiana from 8,000 to 1,000
Indianapolis, from 1,200 to 3,000
Jackson, Michigan from 1,000 to 2,000
Jackson, Michigan from 1,000 to 2,400
Cincinnati, Olio, from 700 to 1,000
Columbus, from 300 to 2,400
Camp Denison, Ohio, from 300 to 2,400
Camp Denison, Ohio, from 300 to 4,000
Fort Leavenworth, from 1,000 to 1,500
Jefferson Barracks, Missour, from 1,000 to 1,500
Davenport, Iowa, from 1,000 to 1,000
Eritle Rock, Arkansas, from 2,000 to 2,500
Fort Smith, from 1,000 to 1,500
Davenport, Iowa, from 1,000 to 1,000
San Francisco, California, from 2,000 to 1,000
San Francisco, California, from 2,000 to 1,000
Combas, N. T. from 1,400 to 2,000
San Francisco, California, from 1,000 to 1,000
Combas, N. T. from 1,00 cast in raised letters on the top. They must be cast of sood stove-plate iron, weigh not less than twenty 120, pounds each, and be coated thoroughly by dipping in melted zine.

4. Separate bids are invited for delivery at each place; and in case the same parties offer to supply more than one locality, it should be stated at what reduced price the articles would be turnished in the increased number.

5. Each bid must be accompanied by a good and

sufficient guarantee or at least two responsible par-ties, that the contract, it awarded, will be faithfully and promptly executed. (The responsibility of the guarantors must be shown by the official certificate t the clerk of the nearest District Court, or of the United States District Attorney.)

6 The Coversment reserves to itself the right to reject all bids, it unsatisfactory; and to delay the award not later than the first of January, 1867; and also, in some instances, to change the points of de-livery of a portion of the head blocks, in which case

t reasonable allowance for increased, or deduction for diminished, transportation will be made. 7. The time of delivery to be subject to future arrangements, sufficient time being allowed after the lists of names are invalided to the contractor 8. The articles must conform rigidly to the sample, and will be subject to such inspection at the point of delivery as the Chief of the Bureau may ect.

9. The full name and Post Office address of the

bidder should appear in the proposal,

10. Proposals should be plainly endorsed "Proposals for Iron Head-Blocks," and be addressed "To the Quartermaster-General U. S. A., Washington, D. C.

Quartermaster-General. Brevet Major-General U. S. A.

# ENGINES, MACHINERY, ETC.

PENN STEAM ENGINE AND
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with the above business.

Diawings and specifications for all work done at
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The subscribers have ample wharf-dock room for the detablishment have ample wharf-dock room for 'eed.'

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Ecilers, Gasometers, Tanks, Iron Boats, etc.
Castings of all kinds, either from or brass.
Iron Frame Roofs for Gas Works, Workshops, and
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Reforts and Gas Machinery, of the latest and most improved construction. Actoris and Gas Atachinery, of the latest and most improved construction.

Every description of Plantation Machinery, and Sugar, Saw, and Grist Mills, Vacuum Pans. Open Steam Trains, Defecators, Fiters, Pumping Engines etc.

Sole Agents for N. Billeux's Patent Sugar Boiling Apparatus, Nesmyth's Patent Steam Bammer, and Asspinwall & Woolsey's Patent Centrifugal Sugar Draining Machine.

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But within a few months will remove to its OWN
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Then as now, we shall be happy to insure our patrons a
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OF PHILADELPHIA
No. 111 South FOURTH Street.
INCORPORATED 30 MONTH, 22d., 1865.
CAPITAL, \$150,000, PAID IN.
Insurance on Lives, by Yearly Premiums; or by 5, 10.
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Endowments, payable at a uture age, or on prior decease, by Yearly Fremiums, or 10 year Premiums—both c.a.se8 Non-forieture.
Annutres granted on favorable terms.
Term Fo.lcles. Children's Endowments
This Company, while giving the insured the security of a paid-up Ca, mai, will divice the entire profits of the life business among its Policy holders.
Moneys received at Interest, and paid on demand.
Anthorized by charter to execute Trusts, and to active execute of this Commonwealth or of any person or, or some, or bodies politic or corporate.
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SAMUEL R. SHIPLEY, ROWLAND PARRY, President.
THOMAS WISTAR, M. D., J. B. TOWNSEND, 1315 Medica Examinaer. Legal advisor.

DHEENIX INSURANCE COMPANY OF PHI-PHENIX INSURANCE COMPANY OF PHI-LADELPHIA.

INCURPORATED 1804—CHARTER PERPETUAL

No. 224 WALNUT Street, opposite the Exchange.
In addition to MARINE and INLASD INSURANCE
his company insures from ioss or damage by FIRE, on
befal erms on buildings, merchandise, ramiture, etc.
or limited periods, and permanently on buildings, by
eposit of premium. denosit of premium.
The Company Las been in active operation for more than 51XT YEARS, during which all losses have been promptly adjusted and paid.

DIRECTORS.
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FITLER, WEAVER & CO. MANUFACTURERS OF Manilla and Tarred Cordage, Cords. Twines, Etc.

No. 23 North WATER Street, and No. 22 North DELAWARE Avenue, EDWIN H. FITLER, MICHAEL WEAVER CONDAD F CLOTHER. 214 SLATE MANTELS! STATE MANTELS are unsurpassed for Durability Beauty, Strength, and Cheapness.

SLATE MANTELS and blate Work Generally, made J. B. KIMES & CO.,

RAILROAD LINES.

PHILADELPHIA, WILMINGTON AND BALL TIMORE BAILROAD
TIMORE BAILROAD
TIME TABLE.

Commencing TUESDAY, July 6, 18th, Testes will have Depot, corner of BROAD Street and WASHINGTON Avenue, as follows:
Express Train at 4-15 A. M. (Mondays excepted), for Bailmore and Washington, stopping at Chester, Winnington, Newark, Elkton, Northcoast, Perryville, Havre-decrace, Aberdeen, Perryman's, Magnolia, Chase's and Stemmer's Rub.
Way Mail Train at 8-15 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations between Polladelphia and Baltimore.
Delaware Railroad Train at 9-A, M. (Sundays excepted), for Baltimore and Washington, at (Sundays excepted), for Baltimore and Washington, Stopping at Chester, Claymont, Wilmington, Newark, Elkton, Northeast, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolias/Chase's and Stemmer's Rub.
Night Express at 11 P. M., for Baltimore and Washington, Night Express at 11 P. M., for Baltimore and Washington with Delaware Railroad ine (Saturdays excepted), topping at Middletown, Smyrna,

Connects at Wilmington with Delaware Railroad line (Saturdays excepted), stopping at Middletown, Smyrna, Harrington, Searord, Sallishury, Princess Anne, and con-necting at Crisneld with Boat for Norfolk, Portsmouth, and the South Passengers by Boat from Bal imore for Fortress Mon-e, Norfolk, City Point, and Richmond, will take the II 45 A. M. train.
WILMINGTON ACCOMMODATION TRAINS,
WILMINGTON ACCOMMODATION TRAINS,

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

Leave Philadelphia at 9 A. M., 12-30, 4-30, 3, and 11-30 F
M. The 4-30 P. M. train connects with Delaware Balirosal
for Milford and intermediate stations.

Leave Wilminston at 6-30, 7-15, 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,
BTrains for New Castle leave Philadelphia at 9 A. M.
4-30 and 6-P. M.

THROUGH TRAINS FROM BALTIMORE,

Leave Wilmington at 11 A. M., 4-35 and 10-P. M.

CRESTER FOR PHILADELPHIA.

Leave Chester at 7-28, 7-50, 10-14 and 11-40 A. M., 4-43,
5-10, 7-26, and 10-26 P. M.

FROM BALTIMORE TO PHILADELPHIA.

Leave Baltimore 7-25 A-3M., Way-mail, 9-28 A. M.,
Express. 1-10 P. M., Express. 6-30 P. M., Express. 8-25
P. M., Express.

TRAINS FOR BALTIMORE,

Leave Chester at 4-40 and 8-32 A. M., and 3-38 P. M.

Leave Wilmington, at 5-23 and 9-33 A. M., and 4-15 P. M.

Freight Trains with Passenger Cars attached will leave
as follows:—Wilmington, for Perryville and intermediate
stations at 6-05 P. M. Baltimore, for Havre-de-Grace and
linermediate stations at 4-45 P. M., Perryville for Wilmington and intermediate stations at 4-20 A. M., connectling at Wilmington with 7-15 A. M. train for Philadelphia.

Express Train at 4-15 A. M., for Baltimore and Washington, stopping at Chester, Wilmington, Newark, Elkton,
Northeast, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Magnolia, Chase's and Stemmer's Run

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

Connecting at Wilmington with Delaware Railroad line.

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

BALTIMORE FOR PHILADELPHIA.

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

BALITMORE FOR PHILADELPHIA.

Leave Baltimore at 8-25 P. M., stopping at Havre-de-Grace, Perryville, and Wilmington. Also stops at Elikton and Newark (to take passengers for Philadelphia and leave passengers from Baltimore or Washington.

Accommodation Train from Wilmington for Philadelphia and intermediate stations at 6-20 P. M.

4-16 H. F. KENNEY, Superintendent.

PENNSYLVANIA CENTRAL RAILROAD.

FALL ARRANGEMENT.

The Trains of the Fennsylvania Central Railroad leave the Depot at Thirty-first and Market streets, which is reached directly by the cars of the Market Street Passenger Raikway. Those of the Chesnut and Walnut Streets Railroad way run within one square of it.

On Sundays—The Market Street cars leave Eleventh and Market Str. 45 minutes before the departure of each Train. Mann's Bas gage Express will call for and deliver Eaggage at the Depot. Orders left at the Office, No. 631 Chesnut street, will receive attention.

TRAINS LEAVE DEPOT. VIZ.—

Day Express.

Pauli Accommodation, No. 1 & 2, at 10 A. M. & 11 20 P. M. Fast Line and Eric Express.

Parkesburg Traib.

Harrisburg Accommodation.

Pittsburg and Eric Mail.

Pittsburg and Eric Mail.

Pittsburg and Eric Mail leaves daily, except Saturday.

Philadelphia Express leaves daily. All other trains daily, except Sunday.

Prassengers by Day Express go to Williamsport without change of cars, and arrive at Lock Haven at 8-10 P. M.

Passengers by Day Express go to Carisle and Chambers—

DENNSYLVANIA CENTRAL RAILROAD .-

The Pennsylvania Railroad Company will not assume any risk for haggage, except for Wearing Apparel, and imit their responsibility to One Hundred Bollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract. For further information, apply to

JOHN C. ALLEN, Ticket Agent, No. 631 Chesnut St.,
SAMUEL H. WALLACE, Ticket Agent, at the Depot.
An Emigrant Train rous daily (except Sunday). For full particulars as to fare and accommodations, apply to

312 FRANCIS FUNE, No. 137 DOCK Street.

DHILADELPHIA, GERMANTOWN, AND NORRISTOWN HAILROAD. On and after THURSDAY, November 1, 1866, until fur-FOR GERMANTOWN.

Leave Philadelphia 6, 7, 8, 9, 10, 11, 12 A. M., 1, 2, 3-14, 3, 4, 5, 58, 0-10, 7, 8, 9, 10, 11, 12 P. M. Leave Germantown 6, 7, 716, 8, 8, 20, 9, 10, 11, 12 A. M., 2, 3, 4, 5, 6, 6, 5, 7, 8, 9, 10, 11 P. M. The 8-20 down train, and 3% and 5% up trains will not Leave Philadelphia 9.% A. M., 2, 7, and 10% P. M.
Leave Germantown 8% A. M., 1, 6, and 9% P. M.
CHESNUT HILL EALLROAD
Leave Philadelphia 6, 8, 10, 12 A. M., 2, 3%, 5%, 7, 9, and 11 P. M. top on the Germantown Brat

and II P. M.
Leave Chesnut Hill 7-10 minutes, 8, 9-40, 11-40 A. M.
1-40, 3-40, 5-50, 8-50, 8-40, and 10-50 minutes P. M.
ON SUNDAYS.
Leave Philadelphia 9-5 minutes A. M., 2 and 7 P. M.
Leave Chesnut Hill 7-50 minutes A. M., 12-40, 5-40, and FOR CONSHOHOCKEN AND NORRISTOWN.

FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia 6, 8 35 11 05, minutes A. M., 135, 3, 435, 536, 653, 8 05 minutes, and 1135 P. M.
Leave Norristown 5 40, 7, 7:50 minutes, 9, 11 A. M., 134, 435, 634, and 8 P. M.
The 554 P. M. train will stop at Falls, School Lane, Wisshicson, Manayunk, Spring Milis, and Conshohocken only.
ON SUNDAYS.
Leave Philadelphia 9 A. M., 255 and 635 P. M.
Leave Norristown 7 A. M., 5 and 835 P. M.
Leave Philadelphia 9, 8 M., 105 minutes A. M., 134, 435, 556, 635, 800, and 1135 P. M.
Leave Philadelphia 6, 8 35, 11 05 minutes A. M., 135, 435, 556, 635, 800, and 1135 P. M.
Leave Manayunk 6 10, 752, 8 20, 936, 1134 A. M., 2, 5, 634, 635 P. M.

ON SUNDAYS.

Leave Philadelphia 5 A. M., 7½ and 6½ P. M.

Leave Manayunk 7½ A. M., 5½ and 9 P. M.

W. S. WILSON, General Superintendent,

Desot NINTH and GREEN Streets,

PREIGHT LINES FOR NEW YORK AND all the Stations on the CAMDEN and AMBOY and connecting Radroads. INCREASED DESPATCH.

THE CAMDEN AND AMBOY RAILROAD AND TRANSPORTATION COMPANY FREIGHT LINES for New York will leave Walnut Street Wharf at 6 o'clock P. M. daily (Sundays excepted).

Freight must be delivered before 4)2 o'clock, to be forwarded the same day.

o clock P. M. daily (Sundays excepted).

Freight must be delivered before 4½ o'clock, to be forwarded the same day.

Returning, the above lines will leave New York at 12 meon, and 4 and 6 P. M.

Freight for Trenton, Princeton, Kingston, New Brunswick, and all points on the Camaen and Amboy Railroad; also, on the Belvidere, Delaware, and Flomington, the New Jersey, the Freebold and Jamesburg, and the Burlingten and Mount Holly Railroads, received and forwarded up to 1 P. M.

The Belvidere Delaware Railroad connects at Phillipsburg with the Lengh Valley Bailroad, and at Manunkachank with all points on the Delaware. Lackawanna, and Western Bailroad, forwarding to Syracuse, Buffalo, and other points in Western New York.

The New Jersey Railroad connects at Elizabeth with the Morris's ind Essex Railroad, and at Newark with the Morris's ind Essex Railroad.

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

N. B.—Increased facilities have been made for the transportation of live stock. Drovers are invited to try the route. When stock is furnished in quantities of two carionals or more, it will be delivered at the foot of Fortieth street, near the Brove Yard, or at Pier No. 1. North inver, as the shippers may dealgraste at the time of histoment.

kiver, as the shippers may designate at the time of shipment. For terms, or other information, apply to WALTER FREEMAN, Freight Agent, No. 226 S. DELAWARE Avenue, Philadelphia.

912 ARCH STREET.—GAS FIXTURES CHANDELIERS, BRONZE STATGARY, ETO.—VANKIEK & CO. would respectfully direct the attention of their friends, and the public generally, to their large and elegant assortment of GAS FIXTURES, CHANDELIERS, and OENAMENTAL BRONZE WARFS. Those wishing bandsome and shoronghly made Goods, at very reasonable prices, will find it to their advantage to a twe us a call before purchasing elsewhere. where.
N. B.—Soiled or tarnished fixtures remished with special care and at reasonable prices.
VANKIRK & CO DRIVY WELLS-OWNERS OF PROPERTY-

The only place to get Privy Well's cleaned and d s-nfected at very low prices.

A PEYSON. Nos 2120 and 2128 CHESNUT Street 8105 GOLDSMITHS HALL, L BEART Street

RAILROAD LINES. FROM PHILADELPHIA TO THE INTERIOR OF PENNSTLVANIA. THE SCHUYLKILL, SUNGDE-LEYS. THE NORTH, NORTHWEST, AND THE CANADAS.

CONSTRUCTION OF PASSENGER TRAINS, OCTOBER S, 1886,

Leaving the Company's Depot. at THETEENTH and CALLOWRILL Streets, Philadelphia, at the following hours:

MORNING ACCOUNTAGEMENT

Leaving the Company's Depot, at THIRTZENTH and CALLOWHILL Bursets, Philadelphia, at the following hours:

MORNING ACCOMMODATION.

At 7:30 A. M., for Reading and intermediate Stations. Returning, leaves Reading at 6:30 P. M., arriving Philadelphia at 9:10 P. M.

MORNING EXPRESS.

At 8:15 A. M., for Reading, Lebunon, Harrisburg, Poitsville, Pinegrove, Tamagna, Sunbury, Williamaport, Elmira, Rochester, Ningara Falla, Buffalo, Allentown, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hisseratown, etc. etc.

This train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., at FORT OFINTON with Calawinsa Railroad trains for Williamsburg, Lock Haven, Elmira, etc.; at HARRISBUEG with Restners Central, Cumberland Valley, and Schnylkill and Sussesbansa trains for Northumberland, Williamsport, Tork, Chambersburg, Pinesrove, etc.

Leaves Philadelphia at 8:30 P. M., for Roading Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc.

READING ACCOMMODATION

Leaves Reading at 6:30 A. M., stopping at all way stations, arriving at Philadelphia at 9:40 A. M., Returning, leaves Philadelphia at 9:40 A. M., arrives in Reading at 7:50 P. M.

Trains for Philadelphis leave Harrisburg at 8:10 P. M., Nottsville at 8:45 A. M., arriving in Philadelphia at 6:45 P. M.

HARRISBUEG ACCOMMODATION

Leaves Reading at 7:50 A. M., and Harrisburg at 2:50 P. M., Market train, with passenger car attachod, leaves Philadelphia at 9:40 P. M.

Connecting at Reading in Philadelphia at 9:40 P. M., Market train, with passenger car attachod, leaves Philadelphia at 9:40 P. M.

Market train, with passenger car attachod, leaves Philadelphia at 9:40 P. M., Market train, with passenger car attachod, leaves Philadelphia at 9:40 P. M., Market train, with passenger car attachod, leaves Philadelphia at 9:40 P. M.

COMMUTATION TICKETS.

At 25 per cent. discount, between any points desired, for families and firms.

MILEAGE TICKETS.

Good for 2000 mises between all points, \$52.50 sach, for families and from

Good for 2000 mises between all points, \$52.50 each, for families and firms

SEASON TICKETS.

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

CLEEGYMEN

Residing on the line of the road will be furnished carda entitling themselves and wives to tickets at half lare.

EXCURSION TICKETS

From Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fare, to be had only at the Ticket office, at Thirteenth and Callowhill.

Streets.

Streets.

FREIGHT.

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

FREIGHT TRAINS

Leave Philadelphia daily at 5 35 A. M. 12 45 noon, and 6 P. M., for Reading, Lebanon, Harrisburg, Pottaville, Port Clinton, and all points forward.

MAILS

Close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal tattons only at 3 15 P. M.

FOR NEW YORK.—THE CAMDEN AND Amboy and Philade:phia and Trents FROM PHILADELPHIA TO NEW YORK and Way Flaces, from Walnut Street Wharf, will leave as

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

excepted.

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

At 7 and 10:16 a. M., 12 M., 3, 4, 5, and 6 P. M., for Cornwell's, Torredale, Helmesburg, Tecony, Wiselmonting, Bricesburg, and Frankford, and at 10:15 A. M., for Bristol, Schenck's, Eddington, and 8 P. M., for Holmesburg, and intermediate stations. and intermediate stations.

At 7 30 A. M. and 3 30 P. M., for Niagara Falls, Buffalo, Dunkirk, Canandaigus, Elmira, Ithaca, Owege, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarie, Scranion, Stroughburg, Water Gap, Reividere, Easton, Lambertville, Fiemington, etc. The 3 30 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethehem, etc. At 5 P. M. for Lambertville and intermediate stations.

June 1, 1866. WILLIAM H. GATZMER, Agent.

NORTH PENNSYLVANIA RAILROAD. ORTH PENNSYLVANIA RAILROAD.—
Depot. THIRLD Street, above Thompson.
For BETHLEHEM, DOYLE-STOWN, MAUCH CHUNK,
EASTON, WILLIAMSPORT, and WILKESBARRE.
At 7:30 A. M. (Express) for Bethlehem, Allentown,
Mauch Chunk, Hazleton, Williamsport, and Wilkesbarre.
At 3:30 P. M. (Express) for Bethlehem, Easton, etc.,
reaching Easton at 6:40 P. M.
At 5:10 P. M., for Bethlehem, Allentown, Mauch Chunk,
For Fort Washington at 10 A. M. and II P. M.
For Lansdale at 6:15 P. M.
White cars of the Second and Third Streets Line City
Passenger Cars run direct to the depot.
TRAINS FOR PHILADELPHIA.
Leave Bethlehem at 6:25 A. M. and II 2:35 Noon, and 6:15
P. M.

P. M.
Leave Doy'estown at 6:30 A. M., 3:15 and 5:30 P. M.
Leave Lansonic at 6:30 A. M.
Leave Lansonic at 6:30 A. M., and 2:15 P. M.
ON BUNDATS.
Philadelphia for Bethichem at 9 A. M.
Philadelphia for Doylestown at 9 A. M.
Philadelphia for Doylestown at 9 A. M.
Bethichem for Philadelphia at 7:30 P. M.
Bethichem for Philadelphia at 7:50 F. M.
Through Tickets must be procured at the ticket offices.
Thilad Street or BERKS Street.
5:21

DELLIS CLARK, Agent. ELLIS CLARK, Agent.

1866. PHILADELPHIA AND ERIE RAIIern and Northwest Counties of Pennsylvania to the City
of Erie on Lake Erie I has been leased and is operated
by the Pennsylvania Raiiroad Company.

TIME OF FASSENGER TRAINS AT PHILADELPHIA.
Arrive Eastward—Erie Mail Train, 7 A. M.; Erie Express
Train. 1P. M.

Leave Westward-Eric Mail, 9 P. M.; Eric Express Train, 12 M.

Leave Westward-Eric Mail, 9 P. M.; Eric Express
Train, 12 M.

Passenger cars run through on the Eric Mail and Express
trains both ways between Philadelphia and Eric.

NEW YORK CONNECTION.

Leave New York at 9 A. M., arrive at Eric 9:30 A. M.

Leave Eric at 4:45 P. M., arrive at New York 4:19 P. M.

Plegant Siceping Cars on all the night trains.

For information respecting passenger business, apply at corner Thirriet H and MARKET Streets, Phila.

And for freight business, of the Company's Agents, S. B.

Kligston, Jr., corner Thirteenth and Market streets.

Philadelphia; J. W. Reynolds, Eric; William Brows.

Agent N C. B R., Baltimore.

H. H. HOUSTON, General Freight Agent, Phila
H. W. GWYNNER, General Ticket Agent, Phila
A. L. TYLLER, General Sup., Williamsport.

WEST JERSEY RAILROAD LINES, FROM V foot of MARKET Street (Upper Ferry), commens-in MONDAY, September 24, 1866. LEAVE PHILADELPHIA AS FOLLOWS:—

For Bridgeton, Salem, Milytile, and all intermediate stations, at Sa M. Mail., 320 P. M., Passenger.

For Woodhery, S. A. M., S30 and 6 P. M.

For Cape May at 320 P. M.

RETURNING TRAINS LEAVE

Woodbury at 745 and 840 A. M., and 454 P. M.

Bridgeton at 705 A. M. and 330 P. M. Freight, 640 P. M.

Salem at 850 A. M. and 805 F. M. Freight, 645 P. M.

Millytile at 655 A. M. and 805 F. M. Freight, 640 P. M.

Cape May at 1145 A. M. Fassenger and Freight,

Freight will be received at Second Covered Wharf below Walnut street, from 900 A. M. until 550 P. M.

Thairreceived below 750 A. M. will gadenough the same day.

Freight Delivery, No. 228 S. DELAW APE Avenue.

9 25