PARTISAN LIFE IN THE SOUTH.

Incident from Scott's Forthcoming Nar-rative of Moseby and His Men-From the Letters of an Englishmen. THE PIRST DRANGSVILLE, OR THE FIGHT AT MIS-KEL'S HOUSE.

the 31st of March, 1863, Major Moseby mustered a command of sixty-nine men, the usual proportion of which was composed of volunteers than the applies of the same and all and from the regular cavalry, at home on detail and from the regular cavalry, at home on detail and furlough. Taking the direction of Dranesville, he left the Little River turnrike at Mat. Lee's house. Herndon Station, where he paused on his route, he found to be no longer a Federal outpost, nor did he find the cavalry camp which he proposed to attack still at Dranesville, for the fight at Chantilly had induced the enterprising General Stabl to draw in his line. enterprising General Stabl to draw in his line of outposts behind Difficult run, a stream which well deserves its name, for it is narrow and ocep, and rolls over a broken and rocky bed.

Mo eby had no w redeemed his promise, given to teneral Stuart as the inducement for that officer to lend him fitteen non-chat in two

officer to lend him fifteen men-that in two months' time he would compel the Federal com-mander in Fairfax to contract his lines.

In Dranesville two sutiers were found who had not yet removed their stores, but the men were probabled from interfering with them.
Disappointed of his expectations, Moseby
marched his command several miles up the Little river turnpike, and camped for the night

Little river turnpike, and camped for the night at Mishel's bouse, which is on the northern side of the read, and is situated on the summit of a hill at the northern base of which, at the distance of a half wile, tolls the Potomas.

From this point could be plantly discerned the air hands on the opposite side of the river, and a cantonment of Northern troops. On the south side of the house, and between it and the turnpike road, are first an enclosure of cultivated land, and then a considerable body of wood. The barn-yard, in which the command was encamped, is surrounded by a high fence, and connects with the narrow enclosure which surrounds the house; and it opens through a surrounds the house; and it opens through a plantation gate, into the field or cultivated land through which the road runs leading to the turnpike. There is a fence between this field and the body of wood already spoken of, in which is a high and strong gate where it is crossed by the road; and along the side of this road, another fence runs back to the barn-yard

From the position of these enclosures it will be seen that Moseoy was effectually cut off, in case of a sudden attack, from a retreat in the direction of Dranesville; while Broad run empties into the Potomne at a short distance from Miskel's bouse, and is an effectual barrier to all Misker's Bouse, and is an electual parrier to sinceres in the direction of Loudoun and Fauquer. This was the spot which Moseby had been compelled to select for the night's encampment, for it was the only place where forage could be procured in the country around. The men slept in the barn, and in the dwelling, which was an ordinary farm-house, whilst their horses were fastened to the fence.

On account of the temporary and precarious nature of his control over the conglomerate body which he commanded, Moseby did not, in such inclement weather, send out pickets, but kept on duty, as a camp guard, only one sentry

As the command marched from Dranesville, Dick Morap, who came from that neighborhood, stopped to pass the night with an old acquaint-ance, Mr. Green, who lives on the margin of the road about midway between Dranesville and Mickelland and Miskel's.

The presence of the Northern army in Fairfax county had unsettled and perveried the loyalty of a portion of the people. Among these was a woman who lived at Herndon Station. Intent upon mischief to the Southern cause, as Moseby passed that place in the arternoon, she counted the number of his men, and when her brother returned home at night, posted him off to the camp of the 1st Vermont Cavalry on Difficult run, with this information, coupled with the fact that they had been marched in the direction of Dranesville. As soon as this intelli-gence was communicated to the officer in command, he resolved not to allow so favorable an opportunity to escape for the destruction of his

troublesome enemy.

Captain Flint, for his bravery and skill, was chosen for this important service; and a call was made for volunteers from the regiment, which, in so gallant a command, he found no difficulty in obtaining. Two hundred men were selected from those who came forward, and were divided into two squadrons, the first being armed with the revolving pistols, the second with the carbine and the sabre.

About daylight Captain Flint, after passing through Dranesvitle, stopped at Green's house, where he learned that Moseby was then camped

As the confident officer moved off, he exclaimed, "All right, boys; we will give Moseby an April fool!" and was answered by cheers from the men. As soon as the surprise party had passed, Moran, who had been conceated in his riend's house, speedily mounted his horse, and rode through the intervening farms to apprise his friends of their impending danger.

About sunrise, one of the command informed Major Moseby that the enemy on the Maryland side of the river were making signals. He arose and went out to make observations, when he heard Dick Moran shout, as he rode towards the house-"Mount! mount! The Yankees are coming!" In a moment the camp was slive with excitement, and the men hurried to resume their arms and saddle their horses. Moseby passed out of the house by the front door, which looks towards the barn, and as he did so, beheld Captain Flint's first squadron marching through the gate into the field which separates the barn-yard from the wood. He at once called to his men to rally, and told them they had to fight! Moseby's horse was unsaddled, and as he gained the barn-yard, the first squadron was pressing forward and extending in a semi-circle so as to prevent, as they hoped any of the guerillas from effecting their escape, As the Federals came within pistol shot of the tence which encloses the barn-yard on the side

Moseby's men who were there engaged in saddling and bridling their horses. But the decisive blow was not struck at this point. As the lett wing of the Federal squadron was pressing down on the barn-yard gate, which is near the house, making the air resound with their cries and shouts, Moseby, still on foot, bu with twenty men mounted and ready for service, threw open the gate, and advanced pistel in hand, at the same time ordering a charge. The twenty dashed through the gate, and engaged the enemy in a hand-to-hand combat. Harry Hatcher, of Fauquier, a private in the Seventh Virginia cavalry, seeing his commander on foot, with a noble generosity which ever dis tinguished his character, sprung from his horse in the melee, and offered it to him. In a mo-ment Moseby was in the saddle, and with a wild

towards the wood, they opened a rapid tire upor

pleasure in his heart, plunged into the thickest The impetuous charge of Moseby, who was each moment reinforced, broke through the semicircle, and the assatlants at once gave way The left wing of the first squadron was routed and driven back on the second squadron These, instead of advancing to restore the light wheeled their horse, and united in the headlons retreat, whilst the right wing passed around the barn towards the river, and were ultimately all

When the flying enemy had reached the wood, they were brought to a balt by an obstacle of an unsual nature, and of their own contrivance. Captain Flint had ordered a detail from the second squadron, after it had passed through the gate on the route to Miskel's house, to obstruct it with rails so as to enable bim the more effectually to destroy the doomed party. The obstacle was certainly of a formidable nature, for on each side of the gate the fence was both

A portion of Captain Flint's party succeeded in reaching the Dranesville turnpike, but the partisans hung flercely upon their rear, The pursuit was continued to Dranesville by the command, and two miles beyond by George Whitescarver, Selbert, Welt Hatcher, Wild, Harvey Hatcher, and the Rev. Sam. Chapman.

Fungous.—The recent excessive rains in the south of England have caused the growth of fungi to an enermous extent.

AN ANCIENT TOAST.

It was a grand day in the old chivalric time. The wine circled around the board in a noble hall, and the sculptured wails rang with sentiment and song. The lady of each knightly beart was pledged by name, and many a syliable significant of lovelings had been uttered, until it came to St. Leon's turn, when, litting the sparkling oup on high:-

"I drink to one," he said, "Who e image never may depart, Deep-graven on a grateful heart, Till memory is dead;

"To one whose love for me shall last When lighter passions long have passed, So holy 'tis and true: To one whose love hath longer dwelt, More deeply fixed, more keenly lelt,

Than any pledged by you." Each guest unstarted at the word, And laid a bard upon his sword.

With fiery, fasting eye;
And Stanley said, "We crave the name.

Proud knight, of this most peerless dame
Whose love you count so high."

St. Leon paused, as if he would Not breathe her name in careless mood Thus lightly to another; Then bent his noble head as though To give that word the reverence due, And gently said, "My Mornea!"

Meals Three Hundred Years Ago.

Let us sit flown, in imagination, at a dinner in England three hundred years ago. Mighty joints of beef, mutton and veal, boiled and roast, are accompanied by veal pies, capens, black cocks, chickens, plovers, partridges, two kinds of bread—the delicate marchpane and the coarser cheate; vegetables are almost unknown in England, and form no part of the regular bill of fare. The first in rank are served, and the dishes are then passed down in gradation the dishes are then passed down in gradation to the lower tables, the last remains being served for the poor, who every day await this

benevolence at the outer gate.

The second course is ushered in in like manner, and is still more plentiful and luxuriousroast swans, venison, pacasants, pullets, smipe, teal, pigeons, and pastry. The third course is distinguished by the richness of the sweets; jellies in the shape of animals, trees, houses, etc.; a "subtility," or elaborate piece of sugar work, representing, perhaps, a fortress in minimture; "races of divers hue and sundry denominations," conserves of English and foreign ruits, singerbread, marmalade, and comfits in endless variety. The beverage consists of ale and mead, and many kines of wine, served in selver cank-

ards and Venetian glasses.

The waiters at the Earr's tables are gentlemen of high birth, even the younger sons of noble-men, who are placed there to learn domestic customs, and all the intricate arrangements of a large house. Ushers, marshals, cup-bearers. are all of rank; and without the perfect might into domestic manners they thus practically obtain, they would be utterly at the merey of their numerous dependants, and unable to maintain in order the number retainers that may hereaster est and drink, and be clothed at their expense, when they themselves become the

heads of families. Profound silence is preserved during dinner, vior it is the greatest part of civility." save when some one rise-, and, first uncovering his head, takes a full cup in his hand, and, setting his countenance with a grave aspect, he craves for audience. Silence being once obtained, he begins to breathe out the name, peradventure, of some honorable personage, whose health is drank to, and he that pledges must likewise off with his cap, kiss his fingers and bow himself in sign of a reverent acceptance. And thus the prest scene is acted. The cup being newly re picnished to the breadth of a hair—that is, the pledger-must now begin his part, and thus it goes round throughout the whole company.

The banquet over, the guests wash their bands in rose-water, and, leaving the gentlemen to their wine, as in the present day, the ladies retire to amuse themselves with back gammon, cards, ninepins, bowls, and, undoubtedly, the scandal of Queen Elizabeth's court. When the gentlemen have contented them. selves with wine well spiced, perhaps the whole party go on a hawking or hunting expedition, or engage in a trial of skill at archery, or, ii the company be very numerous and of high rank, a bull or a bear may be balted to death for their amusement, the fair ladies enjoying it quite as much as the Spanish beauties present day. At 7 o'clock supper is served in the great hall, and resembles the dinner on a much smaller scale. After supper the company amuse themselves with dancing, chess, draughts qui firay (hot hockte), or tiers (blind man's buil), and other games, now numbered only among the sports of young children. At 10 the bell summons to the chapel. Prayers are said by the chaplain, and the household separates for the night.

-Le l'elit Journal has enrious stories at

times. This is one:-Lately, a traveiler passed in a carriage along the Avenue de Neuilly; the night was dess. All at once the horse stopped, and the traveller saw that the animal had met an obstacle. At the same moment a man raised bimself from before the horse, uttering a cry. "Why don't you take care?" said the traveller. "Ah," cried the man, "you would do better, instead of hallooing, to lend me your lantern," "What for?" 'I had three hundred tranes in gold on my person; my pocket has broken, and all is fallen on the streef. It is a commission with which my master has entrusted me. It I do not find the money, I am a runned man." "It is not easy to find the pieces on such a night; have you none left?" "Yes, I have one," "Give it to me, it is as a means of recovering the others," The poor devil over him bit. devil gave him his last coin. The traveller whistled; a magnific at Danish dog began to leap around him. "Here," said the traveller, nutting the coin to the nose of the dog, "look." The intelligent creature snifled a moment at the money, and then began to run about the Every minute he returned leaping, and deposited in the hands of his master a Napoleon. In about twenty minutes the whole sum was re-covered. The poor fellow who had got his money back turned, tuil of thanks, towards the traveller, who had now got into his carriage, "Ab, you are my preserver," said he, "tell me at least your name " "I have done nothing," said the traveller. "Your preserver is my dog; his name is Rabat Jole." And then whipping his horses, he disappeared in the darkness,

-The magistrates of Laverpool have lately been engaged in some very interesting experiments, having for their object the discovery of certain destructive qualities said to be contained in a bottle of liquid intended to be used by the Fenians to set fire to the city. Part of the contents of the bottle were poured out upon some shavings, mixed with cotton, which immedi-ately caught are. The rest of the liquid was thrown upon the wall, which was also immediately covered with flames. In order to show that water was powerless before the destructive lement, some ings were made thoroughly wet; at they, too, on being sprinkled with it, were at once burnt up. This discovery has caused much alarm in Liverpool, and measures are being taken to discover, it possible, who is the inventor of this diabolical fluid.

- The name of Mrs. Howe's magnine, which to appear in December, is said to be Genial

... The author of "John Haiffax, Gentleman," writing a new novel, which will probably be published early next year.

-William Carew Hazlitt is editor of the new edition of the writings of Charles Lamb au-nounced by Moxon & Co., Loudon.

-Wheatley, Jarrett, and Palmer are making fortune in New York, not by book, but by Crook-a black one!

-James Hannay and Miss Thackeray are writing a biography of the author of "Vanity -Draining on a gigantic scale is being carried

on in France; 850,000 square acres are undergoing that treatment. -The weather prophets are predicting ex-I treme cold this winter.

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MORNING EXPRESS.

At 8:15 A. M., for Reading, Lebanon, Harrisburg, Pottaville, Pinegrove, Tamaqua, Sambury, Williamsport, Elmits, Bochester, Niagara Falis, Buffalo, Alentown, Wilcobarre, Pittsion, York, Carlisle, Chambersburg, Hagerstown, etc., etc.

This train connects at READING with East Pennsylvania Radroad trains for Allentown, etc., at PORT CFINTON with Catawissa Railroad trains for Millamsburg, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central. Cumberland Valley, and Schevikill and Sasquebana trsins for Northemberland, Williamsport, York, Chambersburg, Pinegrove, etc.

Leaves Philadelphia at 3:30 P. M., for Reading 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., striving in Philadelphia at 1:00 P. M., Aftersoon trains leave Harrisburg at 2:00 P. M., Pottsville at 2:45 P. M., arriving in Philadelphia at 1:00 P. M., Aftersoon trains leave Harrisburg at 2:00 P. M., Pottsville at 2:45 P. M., arriving in Philadelphia at 6:60 P. M.

HARRISBURG ACCOMMODATION

Leaves Reading at 7:30 A. M., and Harrisburg at 2:10 P. M., Pottsville at 2:45 P. M., arriving in Philadelphia at 6:60 P. M.

M., Polisville at 245 P., M., arriving in Philadelphia at 646 P.M.

HARRISBURG ACCOMMODATION

Leaves heading at 730 A. M., and Harrisburg at 476 P. M. Connecting at Reading with Afternoon Accommodation south at 650 P. M., arriving in Philadelphia at 910 P. M. Market train, with passenger car attached, leaves Philadelphia at 1236 noon for Reading and all way stations. Leaves Reading at 11:30 A. M., and Downlagtown at 12:30 P. M., for Philadelphia and all way stations all the above trains run daily, Sundays excepted. Sunday trains leave Pottsville at 6:00 A. M., and Philadelphia at 3:16 P. M. Leave Philadelphia for Reading at 8:00 A. M., returning from Heading at 4:25 P. M. CHESTER VALLEY RAILKOAD.

Passengers for Downlegton and intermediate points

CHESTER VALLEY RAILEOAD.

Passengers for Downington and intermediate points take the 7-30 and 8-15 A. M. and 4-30 P. M. trains from Philadelphia, returning from Downingtown at 7-00 A. M. and 12-30 hoon.

MEW YORK EXPRESS FOR PITTSBURG AND THE WEST Leaves New York at 7 and 9 A. M. and 8-00 P. M., passing Reading at 1-05 and 11-35 A. M. and 1-45 P. M., and connecting at Harrisburg with Pennsylvania and Northero Central Railroad express trains for Pittsburg, Chloago Williamspert, Elmira, Baltimore, etc.

Returning, express train leaves Harrisburg on arrival of the Pennsylvania express from Pittsburg, at 3 and 9-06 A. M., and 9-15 P. M., passing Reading at 4-49 and 10-32 A. M., and 2-45 P. M. Sieeping cars accompany these trains through between Jersey City and Pittsburg, without change.

A mail train for New York leaves Harrisburg at 2-10 P.
M. Mail train for Harrisburg leaves New York at 12 M.
SCHUYLKILL VALLEY RAILROAD.
Trains leave Pousyille at 7 and 11-30 A. M., and 7-15-P.
M. returning from Tamaqua at 7-35 A. M. and 1-40 and CHUYLKILL AND SUSQUEHANNA RAILROAD.

SCHUYLKILL AND SUSQUEHANNA RAILROAD.

Trains leave Auburn at 750 A. M. for Pinegrove and Barrisburg, and 150 P. M. for Pinegrove and Tramont, returning from Harrisburg at 350 P. M., and from Tramont at 735 A. M. and 525 P. M.

Tickets.

Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canada. The following tickets are obtainable only at the office of S. Bhadford, treasurer, No. 227 S. FOURTH Street, Philadelphia, or of G. A. NICOLLS, General Superintend-cent, Reading:

COMMUTATION TICKETS.

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

MILEAGE TICKETS.

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

Good for 2000 miles between all points, \$52.50 each, for 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 cards entiting themselves and wives to tickets at half fare.

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.

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

FREIGHT TRAINS
Leave Philadelphia daily at 5 30 A. M., 1245 noon, and 6 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and all points forward.

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

Hamboy and Philadelphia and Trenton Railroad Company's Lines FROM PHILADELPHIA TO NEW YORK and Way Places, from Walnut Street Whart, will leave as isliows, viz.:-- At 5 A. M., via Camden and Amboy, Accommoda-At 8 A M., via Camden and Jersey City Express.... 300
At 2 P. M., via Camden and Amboy Express.... 300
At 6 P. M., via Camden and Amboy Accommodation
and Emigrant 1st class.

Pemberton, and Vincentown. At a A. M. and Fr. M. for Freshold.

At a and 10 A. M., 12 M., 4, 5, 6, and 11:30 P. M. for Fish Heuse, Palmyra, Riverton, Progress, Delanco, Beverly, Edgewater, Burlington, Florence, Bordentown, etc. The 10 A. M. and 4 P. M. lines run direct through to Trenton.

LINES FROM KENSINGTON DEPOT WILL LEAVE At 11 A. M., 450, 6:45 P. M. and 12 P. M. (Night), via Kensington and Jersey City Express Lines, fare \$3:00. The 6:45 P. M. Line will run daily. All others Sundays excepted. excepted. At 7 30 and 11 A. M., S. 4 30, 5, and 6 45 P. M. and Mid-At 7'36 and H A. M., 3, 4'30, 5, and 6'45 P. M. and MidBigert, for Bristol, Trenton, etc.
At 7 and 10'16 a. M., 12 M., 3, 4, 5, and 6' P. M., for Cornwell's, Terresd de, Homesburg, Theony, Wissinoming,
Bridesburg, and Frankford, and at 10'15 A. M., for Bristol, Schenck's, Eddungton, and 8 P. M. for Holmesburg
and intermediate stations.
At 7.30 A. M. and 8'30 P. M., for Niagara Falls, Buffalo,
Bunkirk, Canandaigua, Eloha, Ithaca, Owege, Rochoster, Bunghamton, Oswego, Syracuse, Great Bend,
Montrose, Wilkesburg, Scratton, Strondsburg, Water
Gap, Belvidere, Easton, Lambertville, Flemington, etc.
The 3'30 P. M. Inc connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc.
At 5 P. M. for Lambertville and intermediate stations.

WILLIAM H. GATZMER, Agent.

NORTH PENNSYLVANIA RAILROAD. Depot, THIRD Street, above Thompson.

Por BETHLEHEM, DOY LESTOWN, MAUCH CHUNK, EASTON, WILLIAMSPORT, and WILKESBARRE, At 7:30 A. M. (Express), for Bethlehem, Allentown, Mauch Chunk, Harleton, Williamsport, and Wilkesbarre, At 7:30 P. M. (Express) for Bethlehem, Easton, etc., reaching Easton at 6 5 P. M.

At 5:15 P. M., for Bethlehem, Allentown, Manch Chunk, For Doylestown at 8:35 A. M., 230 and 4:15 P. M.

For Fort Washington at 10 A. M. and 11 P. M.

For Landalse at 6:5P. M.

White cars of the Second and Third Streets Line City

Passenger Cars run direct to the depot.

TRAINS FOR PHILADELPHIA.

Leave Bethlehem at 6:5A. M., and 12:25 Noon, and 6:15 P. M.

Leave Doylestown at 6:40 A. M., 3:15 and 3:30 P. M.

Leave Doyleatown at 640 A. M., 3-15 and 5-30 P. M.

Leave Doylestown at 640 A. M., 345 and 540 P. M.
Leave Lansdale at 640 A. M., 345 and 540 P. M.
Leave Fort Washington at 1950 A. M., and 245 P. M.
ON SUNDAYS.
Philadelphia for Bethichem at 9 A. M.
Philadelphia for Doylestown at 236 P. M.
Doylestown for Philadelphia at 450 F. M.
Bethichem for Philadelphia at 450 F. M.
Lirough Tickets must be produced at ten ticket offices,
This D Street or BEEKS Street.
ELUS CLARK, Agent.

1866. PHHLADELPHIA AND ERIE RAILern and Northwest Countries of Pennsylvania to the City of Erie on Lake Erie. It has been leased and is operated by the Fennsylvania Railroad Company.

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

Leave Westward—Erie Mail, 9 P. M.; Erie Express Train, 12 M. Train, 12 M. Passenger cars run through on the Eric Mail and Express

Fassenger cars run through on the Eric Mail and Express trains poth ways between Philadelpina 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 10 P. M.

Elegant Sleeping Cars on all the night trains.

For information respecting passenger business, apply at corner THIRTIETH and MARKET Streets, Philador treight business, of the Company's Agents, S. B.

Kibuston, Jr., corner Thirteenth and Market streets, Philadelphia; J. W., Revnolds, Eric; William Brown, Agent N. C. R. B., Ballmore.

H. H. HOUSTON, General Freight Agent, Phila, H. W. GWI NNER, General Tacket Agent, Phila, A. L. TYLER, General Sup., Williamsport.

The EST JERSEY RAIL BUADD LINES, FROM

EST JERSEY RAILROAD LINES, FROM ot of MARKET Street (Upper Ferry), commend

V V foot of MARKET Street (Upper Ferry), commencing MONDAY, reptember 24, 1883.

LEAVE PHILADELPHIA AS FOLTOWS:—
For Bridgeton, salem, Mithylle, and all intermediate stallands, at 8 A M. Mail, 320 P. M. Passenger.
For Woodbury, 8 A. M., 330 and 6 P. M.
For Cape May, at 320 P. M.
RETURNING TRAINS LEAVE
Woodbury at 715 and 840 A. M., and 454 P. M.
Bridgeton at 755 A. M. and 250 P. M. Freight, 545 P. M.
Millwille at 655 A. M. and 265 P. M. Freight, 645 P. M.
Millwille at 655 A. M. and 265 P. M. Freight, 6 10 P. M.
Cape May at 1185 A. M. Eastenger and Freight
Freight will be received at Socond Covered Wharf
below Walnut street, from 250 A. M. until 256 P. M.
That received before 750 A. M. will go Scionsh the same day,
Freight Deilvery, No. 228 S. IKLAWASE Avenue.

9 20

J. VAN BENSSELAER, Superintendent.

RAILROAD LINES.

PHILADELPHIA, WILMINGTON AND BAL.
TIMORE RAILROAD.
TIME TABLE.
Commencing TUESDAY, July 6, 1866. Trains were
leave Depot, corner of RIOAD Sweet and WASHINGTON
AVENUE, 18 sollows:

commencing TUESDAY, July 6, 1865. Trains will leave Depot, corner of BROAD Sweet and WASHINGTON Avenue, as follows:

Express Train at 415 A. M. (Mondays excepted), for Baltimore and Washington, stopping at Chastin Wilnington, Newark, Elkton, Northeast, Ferrywille, Havre-defrace, Aberdeen, Perryman's, Magnoha, Chase's and Stemmer's Run.

Way Mail Train at 816 A. M. (Sundays excepted), for Raitmore, stopping at all regular statums between Philadelphia and Baltimore, at all regular statums between Philadelphia and Baltimore, at all 40 A. M. (Sundays excepted), for Crisfield and finermediate stations

Express Train at 11 40 A. M. (Sundays excepted), for Baltimore and Washington.

Express Train at 31 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Claymont, Wilmington, Newark, Elkton, Northeast, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgowood, Magnolis, Chase's and Stemmer's Run.

Night Express at 11 P. M., for Baltimore and Washington. Cornects at Wilmington with Delaware Railread line (Sattrony excepted), slooping at Middletown, Smyrns, Harrington, Seanrd, Salisbury, Princess Anne, and connecting at Crisneld with Boat for Norfeik, Portsmouth, and Passengers by Rost from Bal imore for Fortress Mon
Passengers by Rost from Bal imore for Fortress Mon
Passengers by Rost from Bal imore for Fortress Mon-

the South.

Presengers by Boat from Bal imore for Fortress Monree, Norfolk, City Point, and Richmond, will take the H-4s

A. M. train,

WILMINGTON ACCOMMSDATION TRAINS,

Stepping at all Stations between Philadelphia and Wil-Stopping at all Stations between Philadelphia and WP-mington.

Leave Philadelphia at 9 A. M., 12-30, 4-30, 6, and 11-30 P.

M. The 4-30 P. M. train connects with Delaware Radicoad for Mifford and intermediate stations.

Leave Winnington at 5-30, 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.

Trains for New Castle Beave Philadelphia at 9 A. M., 4-30 and 6-P. M.

THROUGH TRAINS FROM BALTIMORE.

Leave Winnington at 11 A. M., 4-36 and 10 P. M., Leave Chester at 7-28, 7-35, 10-14 and 11-40 A. M., 4-48, 5-10, 7-96, and 10-26 P. M., EROM BALTIMORE TO PHILADELPHIA.

Leave Baltimore 7-25 A. M., Way-mail, 9-28 A. M., Express. 8-10 P. M., Express. 8-35 P. M., Express.

TRAINS FOR RALTIMORE.

P. M., Express.
TRAINS FOR BALTIMORE.
TRAINS FOR BALTIMORE.

P. M., Express.

TRAINS FOR BALTIMORE.

Leave Chester at 4-49 and 8-32 A. M., and 3-38 P. M.
Leave Chester at 4-49 and 8-32 A. M., and 4-15 P. M.
Leave Williongton at 5-26 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 6-55 P. M. Baltimore, for Havre-de-Grace and intermediate stations at 4-25 P. M. Perryville for Wilmington and intermediate stations at 4-20 A. M., connecting at Wilmington with 7-15 A. M. train for Philadelphia.

SUNDAY TRAINS.

Express Train at 4-15 A. M., for Baltimore and Washington, stopping at Chester, Wilmington, Newark, Eikten, Northess, Perryville Havre-de-Grace. Aberdoen, Perryman's, Magnolla, Chase s and Stemmer's Run Night Express, 11 P. M., for Baltimore and Washington. Accommodation Train at 11-30 P. M. for Wilmington and intermediate stations.

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

BALTIMORE FOR PHILADELPHIA.

Leave Baltimore at 8:25 P. M., stopping at Havre-deGrace, Perryville, and Witnington. Also stops at Eikton and Newark (to take passengers for Palladelphia and leave passengers from Washington or Baltimore), and Chester to leave passengers from Baltimore or Washington.

Accommodation Train from Witnington 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 Railway. Those of the Chesnut and Walnut Streets Railway, those of the Chesnut and Walnut Streets Railway, those of the Chesnut and Walnut Streets Railway, those of the Chesnut and Walnut Streets Railway in within one square of it.

On Sundays—The Market Street cars leave Eleventh and Market 81s. 45 minutes before the departure of each Train.

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

TRAINS LEAVE DEPOT, VIZ.:—

Day Express.

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

Parkesburg Train.

Harrisburg Accommodation

At 1250 M.

Harrisburg and Eric Mail

Parkesburg Train

Harrisburg Accommodation

Lancaster Accommodation

Lancaster Accommodation

Pittsburg and Eric Mail

Philadeiphia Express

Philadeiphia Express

Express icaves daily, except Naturday, Fhiladeiphia Express

All other trains

daily, except Sunday,

Passengers 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 Chambersburg without change of cars, and arrive at Lock Haven at 8 10 P. M.

Passengers by Day Express go to Carisle and Chambersburg without change of cars.

Siceping Car Tickets dan be had on application at the Ticket Office, No 631 Chesniti street.

Thanks Arrive at Depot, viz.:

Cipcinnati Express

Pacii Accommodation, No. 1 & 2, at 8 20 A. M. & 7-10 P. M.

Parkesburg Train

18 12 40 P. M.

Past Line

Day Express

Harrisburg Accommodation

At 9-50

Philadeiphia Express arrives daily, except Monday, Checinnati Express arrives daily, except Monday, Checinnati Express arrives daily, all other trains daily, except 8 unday.

Passengers leaving Lock Haven at 7-00 A. M., and Williamsport at 8-40 A. M., reach Philadeiphia without change of cars, from Williamsport, by Day Express, at 5-50 P. M.

The Pennsylvania Ealroad Company will not

namsport at 3-30 A. M., reach Philadelphia without change of cars, from Williamsport, by Day Express, at 5-30 P. M.

The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to one Hunored Dollars 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 runs daily (except Sunday). For full particulars as to fare and accommodations, apply to

512

FRANCIS FUNK, No. 137 DOCK Street. DHILADELPHIA, GERMANTOWN, AND

On and after THURSDAY, November 1, 1896, until furher notice. FOR GERMANTOWN.

Leave Philadelphia 6, 7, 8, 9, 10, 11, 12 A. M., 1, 2, 3 M., 5, 4, 6, 5 M., 6 10, 7, 8, 9, 10, 11, 12 P. M.

Leave Germantown 6, 7, 73, 8, 8 20, 9, 10, 11, 12 A. M., 2, 3, 4, 4 M., 6, 6 M., 7, 8, 9, 10, 11 P. M.

The 8 20 down train, and 3 M. and 5 M. bp trains will not stop on the Germantown Branch. The 8 20 down train, and 32 and 52 bp trains will not stop on the Germantown Branch
ON SUNDAYS.
Leave Philadelphia 9 & A. M., 2, 7, and 195 P. M.
Leave Germantown 83 A. M., 1, 6, and 25 P. M.
CHESNUT HILL BAILBOAD
Leave Philadelphia 6, 8, 10, 12 A. M., 2, 3%, 5%, 7, 9, and 11 P. M.

Leave Philadelphia 6, 8, 10, 12 A. M., 2, 32, 62, 7, 9, and 11 F. M.

Leave Chesnut Hill 7-10 minutes, 8, 9-40, 11-40 A. M.

1-40, 3-40, 5-40, 6-40, 8-40, and 10-40 minutes P. M.

Leave Philadelphia 9 E minutes A. M., 2 and 7 P. M.

Leave Chesnut Hill 7-50 minutes A. M., 12-10, 5-10, and 9-25 minutes P. M.

FOR CONSHOHOCKEN AND NORRISTOWN.

Leave Philadelphia 6,8-35-11-65, minutes A. M., 12-3, 42-5, 63, 8-65 minutes, and 11-5 P. M.

Leave Norristown 5-40, 7, 7-50 minutes A. M., 13-4, 3, 43-5, 64, and 8 F. M.

Leave Norristown 540,7,7:50 minutes, 3, 11 A. M., 1%, 1%, 643, and 8 P. M.

The 5½ P. M. train will stop at Palls, School Lane, Wissis hiexon, Manay unk, Spring Milis, and Conshonocken only.

ON SUNIDAYS.

Leave Philadelphia 9 A. M., 2½ and 6½ P. M.

Leave Philadelphia 6, 8:35, 11:05 minutes A. M., 1%, 1%, 5%, 6½, 8:05, and 11½ P. M.

Leave Manayunk 6:10, 7½, 8:20, 9½, 11½ A. M., 2, 5, 6%, 8½ P. M.

ON SUNIDAYS.

Leave Philadelphia 9 A. M., 912 and 6% P. M. Leave Manayunk 7% A. M., 512 and 6 P. M. W. S. WILSON, General Superint Depot NINTH and GHEEN Street,

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

THE CAMDEN AND AMBOY RALIROAD AND TRANSPORTATION COMPANY FREIGHT LINES for New York will leave WALNUT Street Wharf at 6 o clock P. M. dufly (Stindays excepted).

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

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

Freight for Trenton, Princeton, Kingston, New Brunawick, and an points on the Camden and Amboy Raliroad; also, on the Belvidere, Delaware, and Flemington, the New Jersey, the Freehold and Jamesburg, and the Burlington and Meant Holly Raliroads, received and forwarded up to 1 P. M.

The Belvidere Delaware Raliroad, connects at Phillipsburg with the Lehigh Valley Raliroad, and at Manunaucomm with all points on the Delaware, Lackawanna, and Western Raliroad, forwarding to Syracuse, Builfalo and odies points in Western New York.

The New Jersey Raliroad connects at Elizabeth with the New Jersey Central Raliroad, and at Xewark with the New Jersey Raliroad.

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

N. B.—Increased facilities have been made for the transportation of live sloos. Brovers are invited to try the route, When stock is furnished in quantities of two carrieads or more, it will be delivered at the foot of Fortieth River, as the shippers may designate at the time of shippens. For the Terms, or other information, apply to WALTER PREEMAN, Freight Agent.

No. 226 S. DELAWARE Avonne, Philadelphia. PREIGHT LINES FOR NEW YORK AND

912 ARCH STREET. — GAS FIXTURES CHANDELIZES, BEGNZE STATUACY, ETC. — VANKIRK & CO. would respectfully direct the attention of their friends, and the public generally, to their large and elegant assortment of GAS FIXTURES, CHANDELIZES, and ORNAMENTAL BRONZE WARFS. Those wishing handsome and thoroughly made Goods, at very reasonable prices will find it to their advantage to bre us a call before purchasing elsewhere.

to the A. PETSON, THE WORLD TO MERCH

where, N.B.—Solled or tarnabled fixtures refluished with special care and at reasonable prices.

VANKIRK & 60 DRIVY WELLS OWNERS OF PROPERTY-

The only place to get Privy Wells cledned and de-Manufacturer of Pondrests
Bics GOLDSMITUS HALL, L BRARY Street