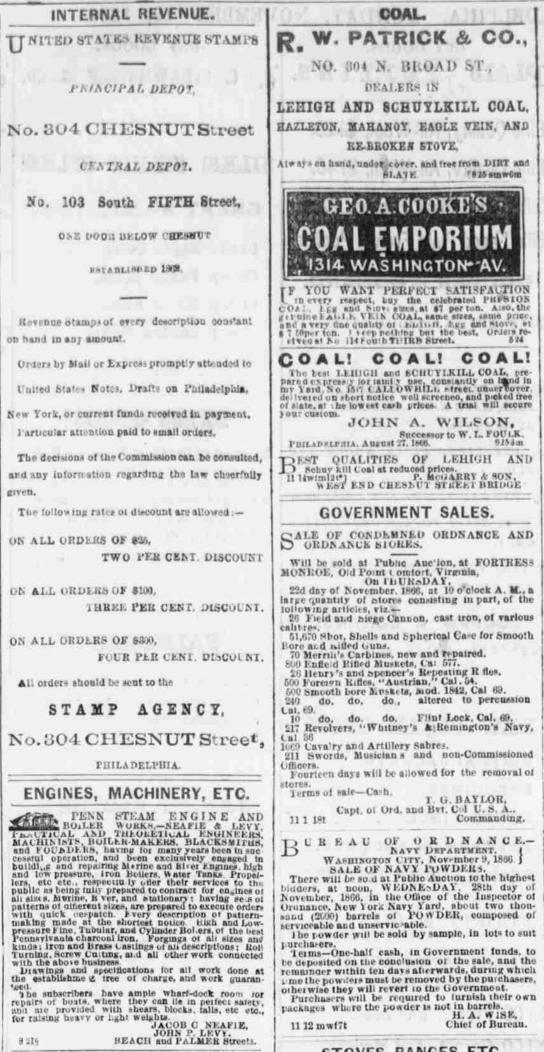
# THE DAILY EVENING TELEGRAPH. - PHILADELPHIA, MONDAY, NOVEMBER 19, 1866.

#### THE OHANCES FOR YOUNG MEN. From the Round Table.

One of the most marked characteristics of our country and time is the wonderful opportunity for young men to make for themselves position and influence. It surely is not so of any other nation, nor has it ever been so prominent at any other period of our history. Young men have generally been at a disadvantage because of their youth. But among other changes that No. 304 CHESNUT Street have been severing the present from the past, it has become popular to advance young men to stations of great influence and responsibility. The largest churches seek ministers under thirty, and the old-line physicians and lawyers are pushed uside for young and brilliant talent of the modern schools. Young men are managing many of the ablest journals in the land; young men take the highest position as merchants, bankers, and manufacturers, and there is really no position at the present day to which a young man may not aspire and obtain. The change is, indeed, wonaspice and obtain. The change is, indeed, won-deriul, and one which young men do not seem fully to appreciate. As matters are at the pre-sent time, if they cannot achieve something worthy of themselves, it is quite likely that they never will. For there never have been in any age or in any land such truly magnificent enances for the triumphs of young men as our country reveals to-day. When we speak of young men, we mean those

who are between tweaty and thirty-five Tness are the years which in the olden time were looked upon as comparatively untruttful and valueless. If a man under thirty carved his name high up among the illustrious, he was considered a veritable genius and hero. Now it is no very uncommon thing for men of this age to retire from business with sufficient means for reture from business with sufficient means for support through life. There are ministers and lawyers, too, almost without number, who are fairly and fully established before thirty. And, what is best of all, they are not looked upon with envious or jealous eyes by those who are older. In fact, there is a most wholesome respect for young men as well as for old, wherever and whenever real merit makes itself apparent, The idea seems to be that a man, young or old, is to be judged by what he actually accom-plishes. This, of course, presents a wide and glorious field for all who are willing to enter the lists. It is surely a greater honor to acquire positions of influence at thirty than it is at forty, or later in life. We know that a great deal is said about young men wearing themselves out in this way prematurely. In part it is correct, for young men do in multitudinous cases make themselves utterly worthless by the time they are thirty. But they do not often wreck them-selves with too much work. It is dissipation that blights and kills. Wholesome work is good for all, and it would be well if every young man in the land had enough of it to do to take his thoughts once and lorever from indolence and tebauchery. But even if hard work did tend to break a man down early, with the opportunities as they now are almost any man of spirit would prefer to accept the hazard and try for the lanrela.

It young men would know how and in what way the opportunity is presented for their ad-vancement, we will teil them. In the first place, there is a field for orators-a field almost descried. The great speakers have passed away, and a new supply is called for. Young or old, of whatever origin, education, or position, a truly eloquent speaker could win for himself a golden crown. In the second place, the still undeveloped protession of journalism calls for young men of character and power. A hundred men of ability could take leading positions at once in this too neglected field of influence. All the professions, too, are dividing up into specialties, afforsing unparalleled opportunities for talented men to make their lives useful and honorable. The vast mining regions of the West call for engineers, but there are very few to respond to the demand. A great many public institutions are springing up over the land, requiring the best of executive talent to ad-minister their affairs. The literature of the country is waning because of the lack of bright and tresh writers. In fact, there is no end to the chances open to young men of character and determination. The great want of the day is for men to fill important positions. It is sometimes said that there are more applicants for position than can possibly be employed. We do not believe this to be correct; but it it is, a brave man will make a position for himselt. There are so many new fields to be opened in every department of thought and enterprise, that somewhere a young man can, and if per-sistent will, make for himself a worthy place. The greatest obstacle in the way of the ad-vancement of young men is cowardice. They are atraid lest they may be called "dashing," or lest they may walk in the light of some old prejudice or word wisdom. Some men, too, are so extremely cautions that they are discouraged by the warnings of those who have been unfortunste, and they never dare to attempt any-thing. This is not the spirit for to-day. All the interests of the times call for boldness and There are more undeveloped succourage. cesses and more unwritten herowins than have ever been recorded. There are enough great and good things to be accomplished to carve the name of every young man in the land high up among the lists. These things appear to be forgotten. An idea seems to prevail that nearly every great opportunity has been seized, and that those who come after have only to follow tamely on in old ruts and paths This is a great mistake, and one which works very disastrously to those who indulge in it. There are new ideas innumerable to be deve-loped, and it is the duty of young men to do all in their power to discover them. There are great and grand fields, greater and grander than the world has ever seen, and here are the places for young men to test their strength. Not that every man must be a hero in the eyes of the world, but it is incumbent upon all to seek to advance the progressive spirit of the age and of but boldness is not the only requisite of the times. Honesty and character are certainly in greater demand than mere brilliancy. The tendencies of the age seem to be to make men less regardful of the means used to achieve success. A truly good man, one who has lofty aspirations. and one who loves the right for the right's sake. is the man who is surest to make a real success There are too many men who cannot be trusted. There are too few men of whom all the world knows that they are planted upon right as upon adamant. If a man is bold, sincere, liberal, and persistent, our country is indeed a magnincent arena for a struggle. Only let the ideas reach farther and higher than those which have preceded, and the victory is certain. If young men knew one-half their power, they would accomplish far greater and grander things.



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 Returning, express train leaves Harrisburg on arrival o the Pennsylvania express from Pittaburg, at 3 and 9 05 A. M. and 1150 P. M., passing Rending at 447 p. M., passing Rending at 447 p. M. Biceping cars accompany these trains invough between Jersey City and Pittaburg, without change.
 A mail train for New York leaves Harrisburg at 210 P. M. Mail train for Harrisburg tays North at 12 M. SCHUYLKILL VALLEY RAILROAD.
 Trains leave Pottsville at 7 and 1150 A. M. and 715 P. M. returning from Tamaqua at 755 A. M. and 715 P. M. SCHUYLKILL AND SUBQUEHANNA RAILROAD.
 Trains leave Andura at 550 P. M., and from Tremont, returning from the Soft P. M. Schuylkill, AND SUBQUEHANNA RAILROAD.
 Trains leave And 150 P. M. for Pinegrove and Tremont, returning from Harrisburg at 20 P. M., and from Tremont, returning from the system of the principal points in the North and West and Canada. The following tickets and emigrant tickets to all the principal points in the North and West and Canada. The following tickets and emigrant tickets to all containable only at the office of S BEADFORD, Trememer, No. 277 S. POUNTH Street, Philadelphia, or of G. A. NICOLLS, General Superintendecent, Reading - COMMUTATION TICKETS.
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CANADAS. WINTEE ARRANGEMENT OF PASSENGER TRAINS. Oc ober 8, 1866, Leaving the Company's Depot. at THIRTEENTH and CALLOWHILL Streets, Fhiladelphia, at the following

RAILBOAD LINES.

CALLOW HILL Streets, Falladolphia, at the following hours:-MORNING ACCOMMODATION, At 7:30 A. M., for Reading and misermediate Stations. Ecturning, leaves Icaaling at 6:30 P. M., arriving Philadelphia at 9 10 P. M. At 8:15 A. M., for Reading, Lebanon, Harrisburg, Potts-MORNING EXFIRES, At 8:15 A. M., for Reading, Lebanon, Harrisburg, Potts-wille, Pinegrove, Tamagna, Subbury, Williamsport, Fimira, Rochester, Niagara Falls, Buffalo, Alientown, Wilkebarre, Pittston, York, Carllale, Chambersburg, Hageratown, etc., etc. This train connects at EEADING with East Pennsyl-vanis Hailroad trains for Allentown, etc., and the Lebanon Valley train for Barrisburg, etc., at PORT CFINTON with Catawissa Rairoad trains for Williamsburg, Lock Bayen, Elintra, etc.; at HARRISBUEG with Northern Central Comberland Valley, and Schuylkill and Susque-bara trains for Northumberland, Williamsport, York, Chambersburg, Finegrove, etc.

AFTERNOON EXPILESS Loaves Philadelphia at 3:30 P. M., for Reading Potta-ville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc.

READING ACCOMMODATION Leaves Resolute at 6.30 A. M., stopping at all way sta-ions, arriving at Philadophia at 9.40 A. M. Returning, leaves Philadelphia at 4.30 P. M.; arrives in

Reacing at 750 P. M. Trains for Fulladelphia at 4 30 P. M.; arrives in Trains for Fulladelphia leave Harrisburg at 8 10 A. M., and Pottsville at 8 45 A. M., arriving in Philadelphia at 1 00 P. M. Afternoon trains leave Harrisburg at 2 10 P. M., Pottsville at 2 45 P. M., arriving in Philadelphia at 6 45 P. M.

M., Potteville at 245 P. M., arriving in Philadelphia at 645 P.M.
 HARRISBUEG ACCOMMODATION Leaves leading at 750 A. M., and Harrisburg at 410 P.
 M. Connecting at Reacing with Afternoon Accommo-dation south at 630 P. M., arriving in Philadelphia at 910 P. M.
 Market train, with passenger car attached, leaves Phila-deiphia at 12:46 noon for Reading and all way stations. Leaves Reading at 11:30 A. M., and Downingtown at 12 30 P. M., for Philadelphia and all way stations.
 All the above trains run daiy, Sundays excepted. Sunday trains leave Pottaville at 800 A. M., and Phila-delphia at 3 15 P. M. Leave Philadelphis for Reading at 8 00 A. M., returning from Keading at 4 25 P. M. CHESTER VALLEY RAILROAD.
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Passengera 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 room.

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 Returning, the above lines will leave New York at 12 ncon, and 4 and 6 P. M.
 Treight for Trenton, Princeton, Kingston, New Bruns- wick, and all points on the Camden and Amboy Bailroad; aso, on the Belvidere, Delaware, and Flemington, the New Jersey, the Fleehold and Jamesburg, and the Bur- impten and Mount Holly Raffroads, received and for- warded up to 1P. M.
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 The New Jersey Raffroad connects at Elizabeth with the Key Metery Raffroad connects at Elizabeth with the Mertern Hailroad connects at Elizabeth with the Merensey Central fishirsad, and at Manu- asing memorandum, specifying the marks and numbers, shippers and consignees, must, in every instance, be sent with cased fishirsad, and at Newsker with the Morris and Easex Raffroad.
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 RAILROAD LINES.

DHILADELPHIA, WILMINGTON AND BAL

PHILADELIPHIA, WILMINGTON AND BAL TIMORE HAILEGAD. TIME TABLE. Commencing TUESDAY, July 6, 1806. Trains with leave Depot, corner of BROAD Street and WASHINGTOM Avenue, as islows >-Espress Train at 415 A. M. (Mondays excepted), for Baltimore and Washington, stopfing at Chester, Willieding-ton, Newark, Elkion, Northcast, Pirtyville, Have da-Grate, Aberdeen, Perryman's, Magnolia. Cheste's aan Stemmer's Run.

bon, Nowark, Eikton, Northead, Purtyville, Have-da-Grace, Aberdeen, Perryman's, Magnolia, Unase's and Stemmers Bun.
 Way Mali Train at S'15 A. M. (Fundays excepted), for Haltimore, stopping at all regular stations botween Philm-delebia and Haltimore.
 Deinware Kallimoad Train at 9 A. M. (Sundays excepted), for Ealtimore and Washington.
 Express Train at 145 A. M. (Sundays excepted), for Baltimore and Washington.
 Express Train at 145 A. M. (Sundays excepted), for Baltimore and Washington.
 Express Train at 5 F. M. (Sundays excepted), for Bal-timore and Washington.
 Maington, Newark, Eikton, Northeast, Perryella, Havre-de Grace, Aberdeen, Perryman's, Edgewood, Mag-nolia, Chase's and Steomber's Ian.
 Night Express at 11 P. M. for Baltimore and Washington.
 Connects at Wilmington with Delaware Institution.
 Bartington, Seaford, Sall-Dury, Friteema Anne, and con-necting at Cristeled with Boat for Norfolk, Pertsmouth, and the South.

Passengers by Boat from Bal more for Fortreas Mon-e, Norfolk, City Foint, and Richmond, will take the H-48 ree, Norfolk, City Foint, and Richard and Thains, A. M. train. WILMINGTON ACCOMMODATION TRAINS, WILMINGTON ACCOMMODATION TRAINS,

Stopping at all Stati

Stopping at all Stations between Philadelphia and WE.mington.
Leave Philadelphia at 9 A. M., 19:30, 4:30. 6, and 11:30 P.
M. The 4:30 P. M. train connects with Delawate Baircoad for Milford and intermediate sinthema.
Leave Wilmington at 6:30, 7 15, and 9:30 A. M., 4 and 6:30 P. M. The 7:16 A. M. train will not alop at statione between Chester and Philadelphia.
Trains for New Castle leave Philadelphia at 9 A. M. (200 and 6 P. M. The 7:16 A. M. train will not alop at statione between Chester and Philadelphia.
Trains for New Castle leave Philadelphia at 9 A. M. (200 and 6 P. M. ThROUGH TBAINS FROM BALTIMORE. Leave Wilmington st 11 A. M. 3:36 and 10 P. M. CHESTFIE FOR PHILADELPHIA.
Leave Chester at 7:28. 7:55, 10:14 and 11:49 A. M., 4:44 5:10, 7:5, and 10:36 P. M.
FROM BALTIMORE TO PHILADELPHIA.
Leave Baltimure 7:26 A. M., Way-mail, 9:29 A. M. Express. 7:10 P. M. Express. 8:35 P. M., Express. 7:57 P. M., Express. 7:57 P. M., Express. 7:58 P. M., Express. 7:58 P. M. Express. 7:59 P. M. Express. 7:50 P. M. Express.

P. M., Express.
 TRAINS FOR BALTIMORE.
 Leave Chester at 449 and 8 52 A. M., and 338 P. M.
 Leave Wilmington at 523 and 9 35 A. M., and 4 16 P. M.
 Leave Wilmington, for Perryville and informediate stations at 605 P. M.
 Bellows -- Wilmington, for Perryville and informediate stations at 445 P. M.
 Fright Trains with Passenger Cats attached will leave and informediate stations at 445 P. M.
 Perryville 605 P. M.
 Bellows -- Wilmington, for Perryville and informediate stations at 450 P. M.
 Perryville 606 P. M.
 Bellows -- Wilmington, for Perryville and informediate stations at 450 P. M.
 Perryville 607 Wuller and 155 A. M. train for Philadelphia.
 BUNDAY TRAINS.
 Express Train at 415 A. M., for Baltimore and Washington.
 Nortnesst, Perryville, Havre-de-dirace. Aberdeen, Porryman's Magnolia, Chasés and Stemmer's Rui.
 Might Express, 11 P. M., for Baltimore and Washington.
 Anneeting at Wilmington with Delaware Railroad ime.
 Accommodation Train at 11:30 P. M. for Bultimington sand intermediate stations.
 BATIMORE FOR PHILADELPHTA.
 Leave Baltimore at 825 P. M., stopping at Havre-de-Grace, Perryville, and Wilmington or Baltimore), and Chester to and Newark (to take passengers for Philadelphia and leaver pasengers from Washington or Baltimore, and Chester to and Intermediate stations at 620 P. M.
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CONFEDERATE STATES OF AMERICA, EXECUTIVE OFFICE, RICHMOND, Va., April 2, 1865.-Rear-Admiral Raphael Semmes, Commanding James River Squadron-Sir:-General Lee advises the Government to withdraw from this city, and the officers will leave this evening accordingly. 1 presume that General Lee has advised you of this, and of his movements, and made suggestions as to the disposition to be made of your squadron. He withdraws upon his lines, towards Danville, this night, and unless other-wise directed by General Lee, upon you is devolved the duty of destroying your ships this might, and, with all the forces under your com-mand, joining General Lee. Confer with him, if practicable, before destroying them. Let your people be rationed, as far as possible, for the march, and armed and equipped for duty in the field.

Very respectfully, your obedient servant, S. R. MALLORY, Secretary of the Navy. coession .-- Colonel John A. Brown, formerly

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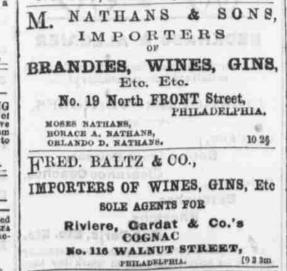
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Of every description, for Grain, Flour, Sait, Super Phosphate of Lime, Bone-Dust, Ele-Large and small GUNNY BAGS canstantly on hand, 22 57 Also, WOOL SACKS. 'ONE T. BAILEY JAMES CASCADEN.

o. 1204 FRAMCFORD Avanu AND A DUNCTION AVAILABLE

N ORTH PENNSYLVANIA RAILROAD. NORTH PENNSYLVANIA RAILROAD. -Depot, THIRD Street above Thompson. For DETHLEHEM, DOVIE STOWN, MAUCH CHUNK, EASTON, WILLIAMSPORT, and WILKESBARKE. At 7:30 A. M. (Express), for Bethlehem, Allentown, Mauch Churk, Hazleton, Williamsport, and Wilkesbarte. At 3:30 P. M. (Express) for Bethlehem, Easton, etc., reaching Easton at 6:45 P. M. At 5:15 P. M., for Bethlehem, Allentown, Manch Chunk, For Doylestown at 8:35 A. M., 2:30 and 4:15 P. M. For Doylestown at 8:35 A. M., 2:30 and 4:15 P. M. 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 12:25 Noon, and 6:15 P. M.

Leave Poy'estown at 640 A. M., 3-15 and 5-30 P. M.

Leave Loy estown at 640 A. M., 3:15 and 5:30 P. M. Leave Lanstale at 0'00 A. M Deave Fort Washington at 10:50 A. M., and 2:15 P. M. ON SUNDAYS. Philadelphia for Bethlehem at 9 A., M. Philadelphia for Doylestown at 2:30 P. M. Doylestown for Philadelphia at 7:30 A. M. Bethlehem for Philadelphia at 4:30 P. M. "Phrough Tickets must be procured at the ticket offices, what D. Street or BEEKS Street. ThinD Street or BEEKS Street. ELLIS CLARK, Agent.

1866 --PHILADELPHIA AND ERIE RAH.-crn and Northwest Countres of Permaylvania to the City of Eric on Lake Eric. It has been leased and is operated by the Pennsylvania Railroad Company. TIME OF PASSENGER TRAINS AT PHILADELPHIA. Arrive Eastward-Eric Mail Train, 7 A. M.; Eric Express Train, 1 P. M. Leave Wastward-Eric Mail, 9 P. M.; Eric Express Train, 12 M. Basenger cars run through on the Eric Mail and F.

Leave wastward--trie and, 5 F. al.; Erie Express Train, 12 M. Passenger cars run through on the Erie Mail and Express trains both ways between Philadelphin and Erie. NEW YORK CONNECTION. Leave New York at 9 A. M., arrive at Erie 9 30 A. M. Leave Erie at 445 P. M. arrive at New York 410 P. M. Edegant Sleeping Cars on all the night trains. For information respecting passenger business, apply at corner THIRTETH and MARKET Streets, Phila. And for freight business, of the Company's Agents, S. B. Kingston, Jr., corner Thirteenth and Market streets, Philadelphila: J. W. Reynolds, Erie: William Brown, Agent N. C. B. R., Baltimore. H. H. HOUSTON, General Freight Agent, Phila. H. W. GWYNNEE, General Street, Phila. A. L. TYLEE, General Sup., Williamsport.

WEST JERSEY RAILROAD LINES, FROM W foot of MARKET Street (Upper Ferry), comme ing MONDAY, Feptember 24, 1865. LEAVE PHILADELPHIA AS FOLLOWS :-

LEAVE PHILADELPHIA AB FOLLOWS:-For Bridgeton, salem, Miliville, and all intermediate stations, at 8 A M. Mail. Sido P. M., Passenger. For Woodbury, 8 A. M. Sido and 6 P. M. For Cape May, at 3:30 P. M. For Cape May, at 3:30 P. M. For Cape May, at 3:30 P. M. Full State and 5:30 P. M. Bridgeton at 7:05 and 6:40 A. M. and 4:55 P. M. Bridgeton at 7:05 A. M. and 3:05 P. M. Freight, 6:30 P. M. Salem at 6:55 A. M. and 3:05 P. M. Freight, 6:30 P. M. Cape May at 1:45 A. M. Passenger and Freight. 6: 60 P. M. Cape May at 1:45 A. M. Passenger and Freight, 6: 60 P. M. Cape May at 1:45 A. M. Passenger and Freight, 6: 60 P. M. Cape May at 1:45 A. M. Passenger and Freight, 6: 70 P. M. Cape Wainut street, from 9:00 A. M. until 5:00 P. M. Inatrocetwed baffers Bt0 A. M. will gothrough the same day. Freight Delivery, Ko. 228 S. DELAW APL, Avenue. 9:5 J. VAN HENSGEL ALE. Superintendent.

Iodows, viz. :- At 6 A. M., via Camden and Amboy, Accommoda-

Kensington and Jersey Chy Express Lines, late solve.
The 645 P. M. Line will run daily. All others Sundays excepted.
At 750 and 11 A. M. 3, 3\*20, 4 30, 5, and 6\*45 P. M. and 15 Midnight, for Bristol, Trenton, etc.
At 750 and 10\*16 A. M. 3, 4\*30, 5, and 12 P. M., for Schenck's At 10\*16 A. M. 3, 5, and 10 P. M. for Eddington.
At 730 and 10\*15 A. M. 8, 4, 5, 6, and 12 P. M. for Cornwell's, Torresdale, Holmesburg, Tacony, Bridesburg, and Frankford, and at 8 F. M. for Holmesburg and Intermediate stations.
At 10\*15 A. M. 3, 4, 5, 6, s. and 12 P. M. for Cornwell's, Torresdale, Holmesburg, Tacony, Bridesburg, and Frankford, and at 8 F. M. for Holmesburg and Intermediate stations.
At 10\*15 A. M. 3, 4, 5, 6, s. and 12P. M. for Wissinoming. BELVIDERE DELAWAHE RAILHOAD.
For the belaware River Valley, Northern Pennsylvania, and New York State, and the Great Lakes. Two through trains daily (Sundays excepted) from the Kensington Depot, as follows:At 70 A. M. and 8\*30 P. M., for Niagara Falls, Buffalo, Punkirk, Canandalgus, Elindra, Ithacas Wayse, Rochaeter, Hinghamiton, Oswego, Syraeuse, Great Baad, Montrose, Wilkesbarre, Scranton, Stroudsburg, Water Gap, Helvidere, Easton, Lambertville, Flamington, etc., The 2:20 P. M. Line connects direct with the train leaving Easton for Mauch Chunk. Allentown, Bethlehemistor, At 5:4 M. And E. MULLIAM H. GATZMER, Agent.
TUHILADELPHIA, GERMANTOWN, AND

PHILADELPHIA, GERMANTOWN, AND

\_ NORRISTOWN RATLROAD. On and after THURSDAY, November 1, 1866, until fur-

ther notice.

NORMINSTOW & KALLKOAD.
On and after THURBDAY, November 1, 1366, until further notice.
FOR GERMANTOWN.
Leave Philadelphis 6, 7, 8, 9, 10, 11, 12 A. M., 1, 2, 3%.
5%, 4, 5, 5%, 5710, 7, 8, 9, 10, 11, 12 P. M.
Leave Germantown 6, 7, 7%, 8, 870, 9, 10, 11, 13 A. M., 1, 2, 3, 4, 4%, 6, 6%, 7, 8, 9, 10, 11 P. M.
The 8 20 down train, and 3% and 5% op trains will not stop on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphis 6, 8, 10, 12 A. M., 2, 3%, 6%, 7, 9, and 119% P. M.
Leave Philadelphia 6, 8, 10, 12 A. M., 2, 3%, 6%, 7, 9, and 11 P. M.
Leave Chemut Hill 710 minutes, 8, 940, 1140 A. M., 140, 340, 540, 640, 840, and 1040 minutes P. M.
Leave Chemut Hill 710 minutes A. M., 2, 3%, 6%, 7, 9, and 11 P. M.
Leave Chemut Hill 720 minutes A. M., 1240, 540, 640, 840, and 1040 minutes P. M.
Yeave Philadelphia 6, 8 50 H760, minutes A. M., 125, 8, and 925 minutes P. M.
Yeave Obstant Hill 720 minutes A. M., 1240, 540, 640, 840, and 1040 minutes P. M.
Yeave Obstant Hill 720 minutes A. M., 1240, 540, 640, 840, and 1040 minutes P. M.
Yeave Obstant Hill 720 minutes A. M., 1240, 540, and 925 minutes P. M.
Yeave Obstant Hill 720 minutes A. M., 1240, 540, and 926 minutes P. M.
Yeave Obstant Hill 720 minutes A. M., 1240, 540, and 926 minutes P. M.
Yeave Obstant Hill 720 minutes A. M., 1240, 540, and 926 minutes P. M.
Yeave Norristown 540, 7, 750 minutes A. M., 135, 3, 345, 554, 545, 546, 540, 7, 750 minutes A. M., 135, 3, 345, 554, 564, 564, 565, 11700, minutes A. M., 135, 3, 345, 554, 564, 595, 614, 5956 minutes and 1155 P. M.
Leave Philadelphia 9 A. M., 254 and 654 P. M.
Leave Philadelphia 9 A. M., 254 and 654 P. M.
Leave Philadelphia 9 A. M., 254 and 654 P. M.
Leave Philadelphia 9 A. M., 254 and 654 P. M.
Leave Manayunk 670, 75, 820, 955, 1156 and 256, 654, 855, 1500 minutes A. M., 1
M. ON

B. F. M. ON SUNDAYS, Leave Philadelphia 9 A. M., 22a and ext P. M. Leave Manayunk 75 A. M., Syand 9 F. M. W. S. WILSON, General Superintendent, W. S. WILSON, General Superintendent, Depot NINTH and GREEN Surgers,

PRIVY WELLS OWNERS OF PROPERTY The only place to get Privy Wells cleaned and d s-meeted at yeary toy prices. A. PETRON, Manufactures of Poulresse 8105 GOLDSMITHS' BALL, L BRARY Street

The states