PLACING A DAUGHTER AT SCHOOL

"I have brought my daughter to you to taught everything." Dear madam, I've called for the purpose

Of placing my daughter at school, She's only thirteen, I assure you, And remarkably easy to rule. I'd have her learn painting and prusic.

Gymnastics and dancing, pray do; Philosophy, grammar, and logic, You'll teach her to read, of course, too. I wish her to learn every study, Mathematics are down in my plan:

But of figures she scarce has an inkling, Pray instruct her in those it you can. I'd have her taught Spanish and Latin, Including the language of France; Never mind her very bad English, Teach her THAT when you have a good chance,

On the harp she must be a proficient, And play the guitar pretty soon, And sing the last opera music. Even though she can't turn a right tune. You must see that her manners are finished, That she moves with a Hebe-like grace;

For though she is lame and one-sided.

That's nothing to do with the case.

Now to you I resign this young jewel, And my words I would have you obcy: In six months you return her, dear madam, Shining bright as an unclouded day. She's so aptness, I grant you, for learning, And her memory oft seems to halt; But remember if she's not accomplished, It will certainly all be your fault.

THE FASHIONS.

A Coup d'Etat in Silk Fabrics-Plain Silks Voted Out-Cut of the New Materials-The Patterns to be Woven at Lyons - Tasteful Trimmings - Hints About Skirts and How to Cut Them-Winter Cloths and Paletots-Toilets for a Rothschild, Etc.

Paris, November 2.—In consequence of the great and wide-spread distress feit among the Lyons silk weavers, it has been proposed in high quarters that, in order to provide hundreds of unemployed workmen with labor, we are not to be admitted into any fashionable assembly in plain silk robes. The richest bro-cade figured silk damask and brocatelles are to be adopted at court. These rich silk fabrics do not carry us more than twenty years back, but the cut of these materials as to follow the styles favored under the Restoration and in the beginning of this century, when our grandmothers had to learn the configuration and the styles are the configuration. That they to be graceful in very narrow skirss. That they were so we may not doubt, on closing the "Me moirs of the Duchess d'Abrantes," in which, from her description of some of the beauties under the First Empire, some hope can be derived wherewith to enliven the present state of affairs. Brocade is very heavy. I therefore suggest that your readers should enter into the spirit of the conclave formed by women of taste in Paris, and content themselves this winter with figured silk in preference to damask.

Bouquets of flowers on appropriate grounds will always be more tasteful and womanly than large spreading patterns. Should any pretty philanthropist consider it a duty to order in stiff silk cloth, let her cover her solas anew or use it for window hangings, which expenditure will quiet her conscience, effectually relieve her purse, and do the Lyons weavers a world of I have seen some of the new patterns which

are to be manufactured on figured silks. The following are perfectly artistic:-Trails of colored crysanthemums on light

brown ground, white and violet periwinkles on light emerald green, snowdrops on porcelain blue, clusters of lilac on very dark green, and many others.

The lily of the valley pattern, on a long spear leat, is lovely with mauve. There are also showers of miniature sprays all over black

corded silk, and black being so fashionable, I think both economy and style can be combined in one of the latter. It may be as well to remind your readers here that artists such as Gericault, Cambron, and Thierry were silk designers at Lyons before they became illustrious painters. The piece of sultana that was manufactured for the Empress last summer (pansies on white ground), and of which a second piece was then

ordered for next year's exhibition, is to be copied on rich white grosmain for winter toilettes at court. Nothing can be more tasteful than the figured ribbons which are to be used for trimmings, etc. I particularly recommend the field flower pattern for neckties and the rich cactus on wide Tallien sashes. I hear of ladies at the Tuileries who, in his of unbounded benevolence (not extravagance), are bent on appearing next season at all the court festivities in immeasurable lengths of the richest Lyons material.

I hope your readers will be advised to prefer a sober display of ribbons, though they can be of the richest, and it would be well could be some degree of unity in every lady's choice. The flower adopted should also be in harmony with the wearer's turn of mind, thus converting her into an animated violet, mignonette, or heliotrope. The pertume on her laces should even be that of her favorite flower, and the head-dress of course in keeping with rest. This may be thought ideal, and called poetry. If it is so, all is well. We were so very prosaic in jockey attire that the change will perhaps be acceptable.

While walking down the Boulevards a few days ago, I observed that our gored tilting skirts over colored plisse pettic ats are either graceful or very much the contrary. There are adies in Paris who will adopt every new fashion without any consideration as to age or proportion. A stout lady, with a foot that may be compared to anything aerial, should really not have her skirts so deeply indented, so painfully flat as her elegant daughter, who trips on by her side, with all the degage grace of eighteen summers.
Every breadth should be cut aslant, even

were the stuff but half a yard wide. The width round the bottom of an entirely flat skirt should only be ten centimetres wider than the top circumference. Ladies who are no longer quite young should wear their skirts flat in the front and on the sides, but allow two deep plaits to be made at the back, and one or two little ones under each arm. In this case the bottom of a gored skirt should be fifty centimetres wider than the top. The usual width of gored dresses (not fourreaux) is six metres and a half.

The new winter tufted cloths have come on in all shades, though black is preferred for the prevailing paletot-sac. The Polar bear's fleece will be much used for morning wear, but the plush I described a few weeks ago will be the richest material for foll dress. It is often ribbed with velvet in the newest shades, which are called golden rain, loupfurine, cuir, and peach glow. Circulars of any of these produce a

most sumptuous effect. The three different fawn tints now so fashionable have received somewhat singular denomi nations, thus:—The lightest fawn is/called "Bis-mark in a Bad Humor;" the second, a degree darker, "Bismark Very Cross;" and the darkest shade of all, "Bismark Very Bad." After this it would be as well to give up fawns, as there are so many other statesmen who never show tan-trums. I may as well say that the newest fashionable witticism which "court les salons" is je me le demande." It will never be so popular as

"Lambert," but it means about as much. A few splendid toilets have left Paris for Ferrieres, which is the private property of the Baron J. de Rothschild. Three days of unequalled pageantry are to be held in his princely

The Venetian style of all the most elegant dresses was remarkable-slashed satin, Genoa velvets. Maltese lace, mediaval jerkins, and either very tight or very wide Jewess sleeves. One half dress I will describe from among a large number of short tarlatans, which are to be worn only by dancers, and fearfully long train robes, covered with ruche, embroidery, tulle, tufted chenille, and marabout. velvets. Maltese lace, medizeval jerkins, and

The robe I admired the most was made of straw-colored poult de sole, but of the very lightest shade, almost cream color. It was cut low, princess form, and scolloped round the shoulders, the sleeves were mere bretelles, the

front one overlapping a scollop on the back. The front width was trimmed with embroidered vine and leaves, in all the autumn tints, here and there a rich purple or green berry peeped sometimes from under a light green leaf, or lay over a cluster of darker ones. The fruit and leaves were worked with colored floss siks. The same pattern was continued behind round the train

The head-dress to this was composed of frosted vine leaves, and the earrings were enamelled grapes. A lace under-chemisette was the most useful part of the body. The most approved style of hair dressing is "a marteaux," which means rolls of curls pinned up at the ends and placed on tapering rows with gold cord or velvet rouleaux between.

There is nothing new in "toilettes de ville," since my last; browns and blues continue to meet with universal favor, and when I am mentioning these serious shades, I cannot refrain from saying that I know some who steeped in both the "browns" and "the blues,"

An Aged Lady Murdered by Three Negroes.

From the Nashville (Tenn.) Dispatch, A shocking outrage was perpetrated at Bowling Green recently in the murder by three negroes of an old lady named Mrs. Sill. On the preceding Saturday she visited a lawyer's office in that town, and while there, mentioned to the lawyer, in the hearing of three negroes (one named Le vis), that she had \$65 in money at home, about a mile from town. On Monday morning the widow's son, a little fellow, went into the field, and aiter a little, the weather being cold, was compelled to return for the weather being cold, was compelled to return for

On entering the house he was horror struck at finding his mother lying upon the floor dead, and covered with her own blood. Her head had been split open, and her body frightfully gashed in various parts by an axe. By his outcries he soon and immediate search was aroused the neighbors, and immediate search was made for the authors of the terrible crime. The ground being soit and yielding from rain, human iracks were soon discovered. It was noticed that one track was made by a shoe run down at the side and having three heavy nais and a break across the middle of the shoe.

These peculiarities soon led to the detection of at

least one of the perpetrators of the awill murder. The startling news sped to Bowling Green on light-ning wings, and when it reached the ears of the lawyer whom the murdered lady had visited on Sat-urday, he gave information of the presence of the three negro men. They were at once apprehended, and upon the negro Lewis was found a shoe corres-ponding precisely with the tracks leading from the poor victim's house. The wretches are now in jail at Bowling Green. at Bowling Green.

Cripples by Poverty -Although in England only about 3000 cripples are born as such in the year, so many intants become so disabled through neglect and penury, that it is estimated that the floating population of cripples in England is 100,000, or whom 39,000 at least are girls.

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

MORNING EXPHESS,
At 8:15 A. M., for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Plimira, Rochester, Niagara Falls, Buffalo, Allentown, Wilkeebarre, Pittston, York, Carliste, Chambersburg, Hageistown, etc. etc.

This train connects at READING with East Pennsylvania Hadiread trains for Allentown, etc., at PORT Grinton Valley train for Barrisburg, etc., at PORT Grinton with Catawissa Rairoad trains for Williamsburg, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central Cumberland Valley, and Schnylkill and Susquevania trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS

Leaves Philadelphia at 350 F. M., for Reading Potts-ville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc.

READING ACCOMMODATION

Leaves Reading at 6:30 A. M., steeping at all way stations, arriving at chiladelphia at 9:40 A. M., lecturning, leaves Philadelphia at 4:40 P. M., larrives in Heading at 7:30 P. M.

Trains for Philadelphia leave Harrisburg at 8:10 A. M., and Pottsville at 8:40 A. M., arriving in Philadelphia at 1:00 P. M. Afterboon trains leave Harrisburg at 2:10 P. M., Pottsville at 2:45 P. M., striving in Philadelphia at 6:40 P. M.

HAPRISBURG ACCOMMODATION HAPRISBURG ACCOMMODATION

Leaves Reading at 7 50 A. M., and Harrisburg at 4 10 P. M. Connecting at Reading with Afternoon Accommonation south at 6 30 P. M., arriving in Philadelphia at 9 10 Market train, with passenger car attached, leaves Phila-

Market train, with passenger car attached, leaves Philacelphia at 12:45 noon for Reading and all way stations. Leaves Reading at 11:30 A. M., and Downingtown at 12:36 P. M., for Philadelphia and all way stations. All the above trains run daily, Sundays excepted. Sunday trains leave Pottsville at 5:00 A. M., and Philadelphia at 3:15 P. M. Leave Philadelphis for Reading at 5:00 A. M., returning from heading at 4:25 P. M. CHESTER VALLEY RAILEOAD. Passengers for Downigton and Intermediate points take the 7:30 and 8:15 A. M. and 4:30 P. M. trains from Philadelphia, returning from Downingtown at 7:40 A. M.

Philadelphia, returning from Downingtown at 740 A. M. and 1230 atom.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST

Loaves New York at 7 and 9 A. M. and 8 00 P. M., passing Reading at 1 05 and 11 53 A. M. and 148 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad express trains for Pittsburg, Chicago Williamsport, Elmira, Baltimore, etc.

Returning, express train leaves Harrisburg on arrival of the Pennsylvania express from Pittsburg, at 8 and 9 05 A. M. and 9 15 P. M., passing Reading at 449 and 10 52 A. M., and 11 26 P. M., and arriving in New York at 10 A. M. and 245 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg, without change.

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 RATEROAD.
Trains leave Pottaville at 7 and 11:50 A. M., and 7:15 P.
M., returning from Tamaqua at 7:35 A. M. and 1:40 and CHUYLKILL AND SUSQUEHANNA BAILROAD.

SCHUYLKILL AND SUSQUEHANNA RAILROAD. Trains leave Auburn at 7 50 A. M. for Pinegrove and Harrisburg, and 150 P. M. for Pinegrove and Trement, returning from Parrisburg at 320 P. M., and from Tremont at 735 A. M. and 525 P. M.

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

COMMUTATION TICKETS.

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

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

MILFAGE TICKETS. Good for 2000 miles between all points, \$52.50 each, for families and firms
SEASON TICKETS.

SEASON TICKETS.

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

CLERGYMEN

Besiding on the line or the road will be furnished cards entiting themselves and wives to tickets at half fare.

EXCURSION TICKETS

From Philadelphis 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.

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

FREIGHT TRAINS

Leave Philadelphia daily at 5-20 A. M., 12-45 noon, and 6 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and all points forward.

MALLS

Close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal tances only at 8-10 P. M.

REIGHT LINES FOR NEW YORK AND all the Stations on the CAMDEN and AMBOY and connecting Entropy and AMBOY RAILROAD AND THANSPORTATION COMPANY FREIGHT LINES for New York will leave WALLEUT Street Wharf at 6 o clock P. M. dally (Sundays excepted).

Freight must be delivered before 45 o'clock, to be forwarded the same day.

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

Freight must be delivered before 425 o'clock, to be forwarded the same day.

Leturning, the above lines will leave New York at 19 mon, and 4 and 6 P. M.

Freight for Trenton, Princeton, Kingston, New Brunswick, and all points on the Cameen and Amboy Railroad; also, on the Belvidere, Belaware, and Fiemington, the New Jersey, the Freehold and Jamesburg, and the Burnaten and Mount Holly Railroad; received and forwarded up to 1 P. M.

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

The New Jersey Railroad connects at Elizabeth with the Morris in de Eases Railroad and at Nowark with the Morris in de Eases Railroad as ally memoraneum, specifying the marks and numbers, suppers and consignees, must, in every instance, be sent with each load of goods, or no receipt will be given.

A. B.—Increased facilities have been made for the transportation of live afock. Drovers are invited to try the recute. When stock is furnished in quantities of two cartoads or more, it will be delivered at the foot of Fortieth Sirett, near the Drove Yard, or at Pier No. 1, North River, as the shippers may designate at the time of shipment. For terms, or other intermation, spply to Waltzer Freeman, Treight Agent, No. 226 B. DELAWARE Avenue, Phils delphia.

NORTH PENNSYLVANIA RAILROAD. ORTH PENNSYLVANIA RAILROAD.

Depot THIRD Street, above Thompson.

For BETHLEHEM, DOYLESTOWN, MAUCH CHUNK, EASTON, WILLIAMSPORT, and WILKESBARRE.

At 7:30 A. M. (Express), for Bethlehem, Allentown, Mauch Ghank, Hazleton, Williamsport, and Wilkesbarre.

At 3:30 F. M. (Express) for Bethlehem, Easton, etc., reaching Easton at 6:45 F. M.

At 5:10 F. M., for Bethlehem, Allentown, Mauch Chank, for Doylestown at 8:35 A. M., 2:30 and 4:15 F. M.

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

For Landelle at 6:15 F. M.

White cars of the Second and Third Streets Line City

For Landau at 6 10 F. M.
White cars of the Second and Third Streets Line City
Passenger Cars run direct to the depot.
TRAINS FOR PHILADELPHIA. I cave Bethiehem at 6.25 A. M. and 12.25 Noon, and 6.15

cave Doy estown at 640 A. M., 345 and 5:30 P. M. Leave Doy cstown at 6 40 A. M., 3 15 and 6 30 P. M.
Leave Lansdale at 6 90 A. M.
Leave 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.
Loylestown for Philadelphia at 7 20 A. M.

Bethlebem for Philadelphia at 4:50 P. M. Thind Street or BERKS Street.

5 21

ELLIS CLARK, Agent.

1866.—PHILADELPHIA AND ERIE RAILetn and Northwest Compiles of Pennsylvania to the City
of Erie on Lake Erie It has been leased and is operated
by the Pennsylvania Railroad Company.

Time OF PASSENGER TRAINS AV PHILADELPHIA.

Arrive Eastward—Erie Mail Train, 7 A. M.; Erie Express
Train, 1 P. M.

Leave Wastward—Erie Mail. 2 P. M.; Erie Express Leave Wastward-Eric Mail, 9 P. M.; Eric Express Train, 12 M. Passenger cars run through on the Eric Mail and Express

Passenger cars run income on the care and 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 445 P. M., arrive at New York 4 10 P. M.

Riegant Sleeping Cars on all the night trains.

For information respecting passenger business, apply at confer THIRTIETH and MARKET Streets, Phila.

And for freight business, of the Company's Agents, S. R. corner THIRTHETH 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. Revnoids, Erie; William Brown, Agent N. C. R. R., Baltimore.

H. H. BOUSTON, General Freight Agent, Phila.

H. W. GWYNNER, General Ticket Agent, Phila.

A. L. TYLER, General Sup., Williamsport.

W EST JERSEY RAILROAD LINES, FROM VV foot of MARKET Street (Upper Ferry), coming MONDAY, September 24, 1868. LEAVE PHILADELPHIA AS FOLLOWS:

LEAVE PHILADELPHIA AS FOLLOWS:
For Bridgeton, Salem, Midville, and all intermediate stations, at 8 A M. Mail., 30 P. M., Passenger.
For Woodbery, 8 A. M., 8:30 and 6 P. M.
For Cape May, at 3:30 P. M.
RETURNING TRAINS LEAVE
Woodbery at 7:15 and 8:40 A. M., and 4:54 P. M.
Bridgeton at 7:05 A. M. and 3:30 P. M. Freight, 6:30 P. M.
Bridgeton at 7:05 A. M. and 3:05 P. M. Freight, 6:40 P. M.
Millville at 6:55 A. M., and 3:08 P. M. Freight, 6:10 P. M.
Cape May at 11:45 A. M., Passenger and Freight
Freight will be received at Second Covered Wharf
below Walnut street, from 8:06 A. M., until 6:30 P. M.
That received before? 00 A. M. will go through the same day.
Freight Belivery, No. 22:8, DFLAWARE Avonce.

9:26
J. VAN RENSSELAER, Superintendent.

RAILROAD LINES. DHILADELPHIA, WILMINGTON AND BAL
TIMORE RAILROAD.
TIME TABLE.
Commencing TUESDAY, July 6, 1866. Trains with
leave Dopot, corner of BROAD Street and WASHINGTON
Avenue, as follows:

Express Train at 415 A. M. (Mondays excepted), for
Raitimore and Washington, stopping at Chester, Wilmington, Newark, Elkton, Northeast, Perryville, Havre-deGrace, Aberdeen, Parryman's, Magnolia, Chase's and
Stemmer's Run.

Way Mail Train at 818 A. M. (Sundays excepted), for
Raitimore, stopping at all regular stations between Philadelphia and Baitimore.

Delaware Raitimore.

Delaware Raitimore at A. M. (Sundays excepted),
for Cristeld and intermediate stations

or Cristical and intermediate stations.

Express Train at 11 45 A. M. (Sundays excepted), for lattimore and Washington. Express Train at 11 45 A. M. (Sundays excepted), for Baltimore and Washington,

Express Train at 3 P. M. (Sundays excepted), for Baltimore and Washington, stooping at Chester, Chaymeat, Elkton, Northeast, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnoila, Chase's and Stemmer's Run.

Night Express at 11 P. M., for Baltimore and Washington. Connects at Wilmington with Delaware Railroad line (Saturdays excepted), stopping at Midlletown, Smyrna, Harrington, Seaford, Salisbury, Princess Anne, and connecting at Crisneid with Boat for Norfolk, Portsmouth, and the South. e South.

Passengers by Boat from Ral imore for Fortress Mon-e, Norfolk, City Point, and Richmond, will take the 11-45

A. M. train,
WILMINGTON ACCOMMODATION TRAINS, Initiation.

Leave Philadelphia at 9 A. M., 12-20, 4-20, 6, and 11-20 P.

M. The 4-30 P. M. train connects with Delaware Enlirond for Miliford and intermediate stations.

Leave Wilmington at 4-30, 7-15, and 9-20 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 leave Philadelphia at 9 A. M. 4-30 and 6 P. M.

THROUGH TRAINS FROM BALTIMORIS.

Leave Wilmington at 11 A. M. 4-36 and 10 P. M.

Leave Wilmington at II A. M. 436 and 10 P. M.
CHESTER FOR PHILADELPHIA.
Leave Chester at 728, 755, 10 14 and 1140 A. M., 448
510, 726, and 1056 P. M.
FROM BALTIMORE TO PHILADELPHIA.
Leave Baltimore 725 A. M., Way-mail, 926 A. M.,
Express. 140 P. M., Express. 6 55 P. M., Express. 826

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

TRAINS FOR BALTIMORE.

Leave Chester at 4:49 and 8:52 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
intermediate stations at 4:45 P. M. Perryville for WBmergton 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, Eikton
Northeast, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Magnolia, Chases 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.

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

BALTIMORE FOR PHILADELPHIA.

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

Acceptanedation Train from Wilmington for Philadelphia and intermediate stations at 6"20 P. M.

4 16

H. F. KENNEY, Superintendent.

DENNSYLVANIA CENTRAL RAILROAD .-PENNSYLVANIA CENTRAL RAILROAD.—
WINTEL 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 Passengor Railway. Those of the Chesnut and Wainut Streets Railway run within one square of it.
On Sundays—The Market Street cars leave Eleventh and Market Ris. 25 minutes before the departure of each Train.

of cars, from Williamsport, by Day Express, at 5-59 g. M.

The Pennsylvania Railroad Company will not assume sny risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred 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 contract. For further information, apply to

JOHN C. ALLEN, Ticket Agent, No. 631 Chesnut St.

SAMUEL H. WALLACE, Ticket Agent, at the Bepot.

An Emigrant Train runs daily (except Sunday). For
uil particulars as to fare and accommodations, apply to

312 FRANCIS FUNE, No. 187 DOCE Street.

FOR NEW YORK.-THE CAMDEN AND Amboy and Philadelphia and Trenton Railroad Company's Lines.
FEOM PHILADELPHIA TO NEW YORK and Way Places, from Walnut Street Whart, will leave as Faux. At 6 A. M., via Camden and Amboy, Accommoda-

At 6 P. M., via Camden and Amboy Accommodation and Emirant, 2d class.

At 6 m. 10 A. M., 2 and 5 P. M., for Mount Holly, Ewans, ville Pemberton, Birmingham, and Vincentown, and at 6 P. M. for Mount Holly.

At 6 A. M. and 2 P. M. for Freehold.

At 5 and 10 A. M., 12 M., 4, 5, 6, and 11:30 P. M. for Fish House, Paimyra, Riverton, Progress, Delanco, Beverly, Edgewater, Builington, Flatence, Bordentown, etc. The 10 A. M. and 4 P. M. lines run direct through to Trenton, INES FROM KENSINGTON DEPOT WILL LEAVE At 11 A. M., 4:30, 6:45 P. M., and 12 P. M. (Night), via Kensington and Jersey City Express Lines, fare \$3:00. The 6-46 P. M. Line will run daily. All others Sundays excepted. excepted. At 7 30 and 11 A. M , S, 3 30, 4 30, 5, and 6 45 P. M. and

At 7:30 and 11 A. M., 3, 3:30, 4:30, 5, and 6:45 P. M. and 12 Mininght, for Bristol, Trenton, etc.
At 7:30 and 10:15 A. M., 3, 4:30, 5, and 12 P. M., for Schenck's At 10:15 A. M., 3, 5, and 12 P. M. for Eddington, At 7:30 and 10:15 A. M., 3, 4:5, 5, and 12 P. M. for Cornwell's, Torresdale, Holmesburg, Tacony, Brigesburg, and Frankford, and at 8 P. M. for Holmesburg and intermediate stations.
At 10:15 A. M., 3, 4:5, 6, 8, and 12 P. M. for Wissinoming.
BELVIDERE DELAWARE RAILROAD.
For the Belaware River Valley, borthern Pennsylvania, and New York State, and the Great Lakes. Two through trains dally (Sundays excepted) from the Kensington Depot, as tollows:— Depot, as follows:—
At 7 39 A. M. and 3:30 P. M., for Niagara Falls, Baffalo, Dunkirk Canandaigus, Eindra, Ithaca Owege, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkeabarre, Scranton, Stroudsburg, Water Cap, Belvidere, Easton, Lambertville, Fiemington, etc. The 3:20 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc. At 5 P. M. for Lambertville and intermediate stations.

November 20, 1866. WILLIAM H. GATZMEE, Agent.

PHILADELPHIA, GERMANTOWN, AND NORRISTOWN SAILROAD.
On and after THURSDAY, November 1, 1886, until forther notice.

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

Leave Germantown 6, 7, 74, 8, 8, 20, 9, 10, 11, 12 A. M.,

1, 2, 3, 4, 4%, 6, 6, 5, 7, 8, 9, 10, 11 P. M.

The S 20 down train, and 3% and 5% up trains will now stop on the Germantown Branch.

ON SUNDAYS.

Leave Philadelphia 9 M A. M., 2, 7, and 10% P. M.

Leave Germantown 8% A. M., 1, 6, and 9% P. M.

CHESNUT HILL RAILROAD.

Leave Philadelphia 6, 8, 10, 12 A. M., 2, 3%, 6%, 7, 2, and 11 P. M.

Leave Philadelphia 6, 8, 10, 12 A. M., 2, 3%, 5%, 7.2, and 11 P. M.

Leave Chesnut Hill 7:10 minutes, 8, 9:40, 11:40 A. M., 1:40, 3:40, 5:40, 6:40, and 10:40 minutes P. M.

ON SUNDAYS.

Leave Philadelphia 9:1/4 minutes A. M., 2 and 7 P. M.

Leave Chesnut Hill 7:50 minutes A. M., 13:40, 5:40, and 9:1/2 minutes P. M.

FOR CONSHOHOCKEN AND NORKISTOWN.

Leave Philadelphia 6, 8:55 11:05, minutes A. M., 15:48, 45:5 minutes, and 11:4/2 P. M.

Leave Norristown 5:40, 7, 7:50 minutes, 9, 11 A. M., 15/49, 6.54, and 8 P. M.

Leave Norristown 5:40, 7, 7:50 minutes, 9, 11 A. M., 13/
4)6. 6 M. and 8 P. M.
The 6)4 P. M. train will step at Falls, School Lake, Wisshickon, Manayunk, Spring Mills, and Combabooken only.

ON SUNDAYS.

Leave Philadelphia 9 A. M., 2)5 and 6% P. M.
Leave Norristown 7 A. M., 5 and 8% P. M.

FOR MANAYUNK.

Leave Philadelphia 6, 8:35, 11:05 minutes A. M., 1
8, 4)5, 5)4, 605, 895, and 11½ P. M.

Leave Manayunk 6:10, 79, 8:29, 9%, 11% A. M., 2, 5, 6M,
8)5 P. M.

ON SUNDAYS.

Leave Philadelphia 9 A. M., 21, and 3 Y. M.

Leave Manayurk 7% A. M. 35, and 3 P. M.

W. S. WIESON, General Superint

Depot BINTH and GHEEN Stroom, PRIVY WELLS-OWNERS OF PROPERTY The only place to get Prive Well a cleaned and d sufficied at very low prices. Manufacturer of Poudrette 8105 GOLDSMITHS HALL, E BRARY Street