Artists' Fund Society-The Annual Ex-hibition of Paintings, Etc. It is with pleasure we refer to the works of art on exhibition at the Gallery of the Society, No.

Chesnut street, opposite the Mint, A meritorious work of art is always an object of nterest to the cultivated mind, but more especially to us when produced by our own townsmen; and hat Philadelphia has cause to be proud of her native lent is demonstrated by the pletures now on ex-

On entering the Gallery, the eye is attracted by a rge marine painting—No. 52. "The Equinoctial" y James Hamilton. The sky is both massive and rand in effect, full of atmosphere and truth. It is santifully handled and one of the finest examples fgrey coloring whereby Mr. Hamilton has won so

uch renown. In a proper light the effect is truly wonderful. There are three other large pictures by Mr. Hamilton in the second gallery, one of which-No. 8, "Shipping on the l'ames"—is also remarka-Is for its fine tone and atmospheric effect. It is trong and vigorous, and in every way worthy of

Whilst contemplating Hamilton's first-named leture, a small, unpretending work, banging next in line, exercises considerable magnetic power over the spectator, No. 12, "Sprimpers." It is a beach so ne at sunset, a small group of figures in the foreground. This little gem is painted with the full and flowing pencil of E Moran; and, while it is full of feeling, and beautiful in color, happily demonstrates how little material is required to make a pic ure when the artist is skilled in pictorial beauty, has an eye for color, and a heart full of feeling. Turning around, we are again confronted with Moran's large picture, No. 54, "Windmill on Lake Erie." Tois picture is remarkable for its breadth and vigor, its delicacy and harmony of color. It is full of pictorial beauty, abounding in tender sentiment and feeling, while the cottage and dilapidated mill are inimitable. Moran, like Hamilton, is repre sonted in every room, but his best picture is in the second gallery, No 64, "Launching the Lifeboat." In this picture Moran is at home; for no living artist can Letter depict an angry wave breaking on the beach with all the maddening fury of revistiess elements. In the drawing of water he is always happy-giving to it whatever of motion, depth, or transparency Is necessary-but seldom so happy as on this occasion. The composition is as grand as it is original, while the sentiment it conveys touches the most ender chords of human sympathy; and although, in our judgment, the group of figures in the lefthand middle distance might possibly | be improved by closer realization, the other parts are so beautifully rendered that we are inclined to doubt whether any other artist would have given us more of per-

ection, and left us less to sigh for.

On each side of Moran's "Windmill," No. 54, hangs a gem, by Falkner, who, weary of the Emeraid Isle, transplanted himself in our midst about a year ago. Nos. 53 and 55 are beautiful ecimeus of landscape art. Of the two, we prefer the latter-"Sporting on the Dargle" (Ireland). The coloring of these two pictures is very pure and excessively brilliant, and every touch of the brush ndicates the hand of a master. They exhibit no weakness, no trace of indecision, no groping around for chance effect, but a clear perception of what was desirable and intended, from the first rub in to the inishing touches. As intimated, we prefer that hangng by the door, it being more replete with pictorial eauty, the foreground painting of which will chalenge the admiration of the most exacting connois. sour. Mr. Falkner being still a young man, we predict for him a bright future, his works embracing those rere qualities that will surely commend them to posterity. No. 66, 'Glen Achlagh''-in the large room-is by the same artist, and is equally well handled. It has all the stillness and solemnity weh localities inspire; great breadth of light and shade, with elaborate drawing and detail. It is a picture of feeling rather than of color or special atospheric effect. To this end, nothing could be more felicitous than the introduction of the humble cottage on the right, as in contrast with the majestic rural heather-clad mountains on the left of the picstream meandering amid inimitable rocks and boulfers, amid which docks and brackens are struggling for existence; the whole being a beautiful piece of realization, in perfect harmony with the general sentiment.

No. 9, "On the Allegheny with Oil Boats," by W. H. Willcox, is well painted. The water in the foreground is especially pleasing. No. 34, by the same artist, is also good.

No. 58, "Family Cares," and No. 60, "Apple Woman," by D. R. Knight, are very clever pictures, well painted, and pleasing in color.

No. 59, "In the Woods," by P. Moran, is a fine

specimen of animal painting, good in both drawing and coler, and the surrounding vegetation well defined The "Morning Call," in the same room, and No. 86, "Noonday Rest," in the second room, both contain passages of coloring we have seldom seen surpassed, the latter of which is a little gem, the hindquarters of the Pony being especially truthfu and full or vitality. No. 71, third room, several studies of "Sheep," by the same artist, exhibit both fine talent and feeling, and a trait of character peculiar to himself, that needs but a little time to mature and develop it.

Nos. 68 and 49, "Fruit Pieces," by Milne Ramsay, in which both fruit and wine appear to be of good quality and excellent flavor. No. 19, "The Barnyard Family," and No. 24,

"Rabbits at Lunch," by L. Julliard; excellent pictures, well painted, and beautiful in color. No. 22, "The Slave" (see catalogue), by James

Ferris: good in light and shade, well drawn, and leasing in color. No. 63, "Autumn," by F. De B. Richards; pleasing

No. 50, "Winter," by W. T. Richards; a very good pioture.

No. 67, "Mountain Stream," by G. B. Wood, Jr.; well painted, but not as pleasing as others we have seen by this artist.

Nos. 57 and 65, W. E. Winner. Pictures that will no doubt attract attention, and speak for thom-

Nos. 26 and 37. Portraits by J. B. Waugh, in his usual style of excellence. No. 6. "The Morning Lesson," G. C. Lambden

Good in effect, pleasing in co'or, and delicately handled. No. 20, "The New Knife," by the same artist, is par excel ence. l'ainted with a pleasing yein of humor, and true to the life, No. 7. "Autuma on the Schuylkill," J. L. Wil-

liams. We'll painted, but not very attractive. No. 88. Large mezzotint, by J. Sartain. A wellexecuted plate.

Nos. 89, 40, and 41, Mozzotints, by J. Sartaio. All

well executed and interesting.

There are other pictures than those we have named, worthy of notice, had we time and space .o devote pereto. The third room, for instance, contains ipwards of one hundred sketches, and forms an attractive feature of the exhibition. On the east side we have "Niagara" from every point of view. and with every conceivable form and phase, by J. Hamilton. On the w. st side, we have landscape Studies in endless variety, clothed in spring and antumn garb, together with some spirited sketches

of coast scenery, by E. Moran. As this is an exhibition of local talent, it may not be inappropriate to remind o'd professionals, whom we much tespect, as well as younger artists, whom we wish to respect, how labor is misapplied when bestowed upon insipid subjects whence neither plea-aire nor instruction is to be derived, though painted ever so well. A foot of canvas, when adorned with taste and judgment. Is more valuable than acres of the same material when covered by kess or brilliant pigments and months of misdirected toil.

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The cannon, shor, and shell will be sold by the The cannon, shot, and shell will be sold by the pound, and the small arms and o her miscellaneous articles of oronance in lots to suit purchasers

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Esbia Kaliroadi rains for Columbia, etc.

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Reaurning, leaves Philadelphia at 4:30 P. M.; arrives in Reading at 7:35 P. M.

Trains for Philadelphia leave Harrisburg at 8:10 A. M., and Pottsville at 8:45 A. M., arriving in Philadelphia at 1:06 P. M., Afternoon trains leave Harrisburg at 2:10 P. M., Pottsville at 2:45 P. M., arriving in Philadelphia at 6:40 P. M.

6 45 P.M.

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Leaves Reading at 11:30 A. M., and Downingtown at 12:30 F. M., for Philadelphia and all way stations.
All the above trains run daily, Sundays excepted.
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EW YORK EXPRESS FOR PITTSBURG AND THE WEST Loaves New York at 7 and 9 A. M. and 850 P. M., passing Resding at 150 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, Emira, Bailmore, etc.

Returning, express train leaves Harrisburg on arrival of the Fennsylvania express from Pittsburg, at 3 and 9 05 A. M., and 9 15 P. M., passing Reading at 449 and 10 52 A. M., and 11 30 P. M., and arriving in New York at 10 A. M. and 2 245 P. M. Eleeping 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 Potteville at 7 and 11 30 A. M., and 7 15 P. M., returning from Tamaqua at 7 30 A. M., and 140 and 4 15 P. M.

A 15 P. M.

SCRUYLKILL AND SUSQUEHANNA RAILROAD.

Trains leave Auburn at 750 A. M. for Pinsgrove and Harrisburg, and 150 P. M. for Pinsgrove and Tramont, returning from Harrisburg at 330 P. M., and from Tremont at 735 A. M. and 526 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 BRADFORD, Treasurer, No. 227 S. FOURTH Street, Philadelphia, or of G. A. NICOLLS, General Superintenddent, Reading:—

S BRADFORD, Treasurer, No. 227 S. FOURTH Street, Philadelphia, or of G.A. NICOLLS, General Superintenddent, Reading:—

COMMUTATION TICKETS.

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

MILEAGE TICKETS.

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

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

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

From Philadelphia to principal stations, good for Saturday, Sunday, and Monday, arreduced fare, to be had only at the Ticket office, at THIRTEENTH and CALLOWHILL Streets.

Streets.

FREIGHT.

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

FREIGHT TRAINS

Leave Philadelphia daily at 5 39 A. M., 12\*45 noon, and 6 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and all points forward.

MAILS

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

H'REIGHT LINES FOR NEW YORK AND L'REIGHT LINES FOR NEW YORK AND all the Stations on the CAMDEN and AMBOY and connecting Railroads. INCREASED DESPATCH.

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

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

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

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

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

The New Jersey Railroad connects at Elizabeth with the New Jersey Central Railroad, and at Newark with the New Jersey Central Railroad, and at Newark with the New Jersey Central Railroad, and at Newark with the New Jersey Central Railroad, and at Newark with the New Jersey Central Railroad, and the marks and numbers, abitmers and consigness, must. In every instance, he sant

Morris and Essex Raifroad.

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

N. B.—Increased facilities have been made for the transportation of live stock. Drovers are invited to try the route. When stock is furnished in quantities of two car ends or more, it will be delivered at the foot of Fortieth street, near the Drove Yard, or at Pier No. 1. North Eiver, as the shippens may designate at the time of shipment. For terms, or other intermation, apply to WALTER FREEMAN, Freight Agent, No. 226 S. DELAWARE Avenue, Philadelphia. N ORTH 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 Chunk, Hazleton, Williamsport, and Wilkesbarre.
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, Mauch Chunk,
For Doylestown at 8:35 A. M., 2:30 and 4:15 P. M.
For Lanadale 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.

P. M.
Leave Doy'estown at 6:40 A. M., 3:15 and 5:30 P. M.
Leave Lausdale at 6:60 A. M.
Leave Lausdale at 6:60 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.
Philadelphia for Philadelphia at 7:20 A. M.
Bethlehem for Philadelphia at 7:20 A. M.
Phrough Tickets must be procured at the ticket offices,
TD IaD Street or BEEKS Street.
5:21

ELLIS CLARK, Agent.

1866 -PHILADELPHIA AND ERIE RAILTD and Northwest Conness of Pennsylvania to the City
of Frie on Lake Eric. It has been leased and is operated
by the Pennsylvania Railroad Company.

TIME OF PASSENGER TRAINS AT PHILADELPHIA.
Arrive Eanward—Eric Mail Train, 7A. M.; Eric Express
Fra a, 1-20 F. M.; Elmira Mail, 5-40 F. M.

1. ave Westward—Eric Mail, 9 P. M.; Eric Express
Fr. in, 12 M.; Elmira Mail, 8-60 A. M.

Passenger cars run through on the Eric Mail and Express
tra is without change both ways between Philadelphia
and Erric.

tra is without change both ways between Philadelphia and Efric.

NEW YORK CONNECTION.

L ave New York at 3 A. M., arrive at Eric 10 00 A. M.

L ave New York at 5 00 P. M., arrive at Eric 7 15 P. M.

L ave Fric at 5 10 P. M., arrive at New York 4 40 P. M.

L ave Fric at 9 10 A. M., arrive at New York 4 9 P. M.

E gant Siceping Cars on all the night trains.

F Information respecting passenger business, apply at our of Third Third and Market Streets, Phila.

A d for freight business, of the Company's Agents, S. B. Kin ston, Jr., corner Thirdenth and Market streets, Philadelphia: J. W. Reynolds, Evic; William Brown, Age. t.N. C. R. R., Baltimore.

H. H. HOUSTON, General Freight Agent, Phila.

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

A. L. TYLEE, General Sup., Williamsport.

V EST JERSEY RAILROAD LINES, FROM EST JERSEY RAILROAD LINES, FROM foot of MARKET Street (Upper Ferry), commencing MONDAY, September 24, 1889.
LEAVE PHILADELPHIA AS FOLLOWS:—
EAVE PHILADELPHIA AS FOLLOWS:—
ET Woodbury, S.A. M., 3-30 and 6 P. M.
F. r Cape May, at 3-30 P. M.
F. r Cape May, at 3-30 P. M.
F. r Cape May, at 3-30 P. M.
Woodbury at 7-15 and 8-40 A. M., and 4-34 P. M.
B. descin at 7-05 A. M. and 3-50 P. M. Freight, 5-45 P. M.
B. dwithe at 6-56 A. M. and 3-58 P. M. Freight, 5-45 P. M.
All dwithe at 6-56 A. M. and 3-58 P. M. Freight, 5-45 P. M.
E cight will be received at Second Covered Wharf bels w Walnut street, from 9-00 A. M. mill 5-00 P. M.
Fight will be received at Second Covered Wharf bels w Walnut street, from 9-00 A. M. mill 5-00 P. M.
Fight will be received at Second Covered Wharf bels w Walnut street, from 9-00 A. M. mill 5-00 P. M.
Fight Delivery, No. 228 S. DELLAWARE Avenue.

9 25 J. VAN RENSSELAEE, Superintendent.

RAILROAD LINES.

PHILADELPHIA, WILMINGTON AND BAL

DHILADELPHIA, WILMINGTON AND BALL
TIMORE RAILEGAD

Commencing MONDAY, November 26, 1866. Trains will
leave Depot, corner of BROAD Street and WASHINGTON
Avenue, as follows:—
Express Train at 4:15 A. M. (Mondays excepted), for
Baltimore and Washington, stopping at Chester, Wilmington, Newark, Elkton, Northeast, Perryville, Havve-deCrace, Aberdeen, Perryman's, Edgewood, Magnella,
Chase's and Stemmer's Ron.
Way Mail Train at 8:16 A. M. (Sundays excepted), for
Baltimore, stopping at all regular stations. Connecting
with Delaware Railond at Wilmington for Cristicid and
intermediate stations. intermediate stations

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. Stopping at Chester, Claymont, Wilmington. Newark. Elkton. Northeast. Perryville. Havre-oe-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Ron.

Night Express at 11 P. M. (daily), for Baltimore and Washington. Connects at Wilmington with Delaware Railroad line (Saturdays excepted), stopping at Middletown, Smyrna, Dover, Barrington, Seaford, Ballsbury, Princess Anne, and connecting at Crishold with Boat for Norfolk, Portsmouth, Passengers by Boat from Baltimore Korfolk, Portsmouth,

confecting at Crisheld with Boat for Norfolk, Portsmouth, and the South.

Passengers by Boat from Bal inners for Fortress Monroe at d Norfolk will take the 11-3: A. M. train.

WILMINGTON ACCOMMODATION TRAINS.

Stopping at all Stations between Philadelphia and Wilmington.

Leave Philadelphia at 12-30, 4-00, 6, and 11-30 (daity) P.

M. The 4-00 P. M. train connects with Delaware Railroad for Milford and intermediate stations. The 6 P. M. train runs to New Castle.

Leave Wilmington at 7-15, and 8-30 A. M., 8 and 6-30 (daity) P.M.

(daily) P.M.

FROM BALTIMORE TO PHILADELPHIA.

Leave Baltimore 7:25 A. M., Way-mail. 9:20 A. M.,

Express. 1:10 P. M., Express. 6:55 P. M., Express. 8:26

From Baltimore to Havre de Grace and intermediate
itations at 4:00 P. M.,

TRAINS FOR BALTIMORE.

Leave Chester at 4:49 and 8:74 A. M., and 3:38 P. M.

Leave Wilmington at 5:28 and 9:30 A. M., and 4:15 P. M.

SUNDAY TRAIN.

Leave Wilmington at 5 23 and 5 40 A. M., and 4 15 P. M.

SUNDAY TRAIN

Leaves Baltimore at 8 25 P. M., scopping at Havre-deGrace, Perryville, and Wilmington. Also scops at Eleton
and Newark to take passengers for Philadelphia and leave
passengers from Washington or Baltimore, and Chester to
leave passengers from Baltimore or Washington.

Through Tickets te all points West, Bouth, and Southwest, may be procured at Ticket Office. No 828 Chesnut
sireet, under Continental Hotel Persons purchasing
tickets at this office can pave their paggage checked at their
residence by Graham's Baggage Express.

4.16

H. F. KENNEY, Superintendent.

gage at the Depot. Orders left at the Office, No. 631 Chesnut street, will receive attention.

THAINS LEAVE DEPOT, VIZ.:—

Mail Train. at 500 A. M. Paol Accommodation, No. 122, at 10 A. M. & 11 20 P. M. Paol Accommodation, No. 122, at 10 A. M. & 11 20 P. M. Parkesburg Train. at 1700 M. Parkesburg Train. at 1700 M. Parkesburg Train. at 1700 P. M. Parkesburg Train. at 1700 P. M. Parkesburg Accommodation. at 4 700 "Parkesburg Accommodation. at 4 700 "Pittsburg and Eric Mail. at 2 900 "Philadelphia Express at 11 700 "Pittsburg and Eric Mail. at 2 900 "Philadelphia Express at 11 700 "Pittsburg and Eric Mail. at 2 900 "Philadelphia Express leaves daily, except Stunday. Passengers by sail Train go to Williamsport without change of cars, and arrive at Lock Haven at 5 10 P. M. Passengers by Mail Train go to Carliele and Chambersburg without change of cars. Sleeping Car Tickets can be had on application at the Ticket Office, No. 631 Chesnut street.

Trains absure at Depot, viz.:—

Cincinnati Express. at 12:50 A. M., Philadelphia Express. at 12:50 A. M., Philadelphia Express. at 12:50 A. M., Parkesburg Train. at 12:40 P. M. Parkesburg Train. at 12:40 P. M. Fast Line.

Day Express. at 130 "Barrisburg Accommodation. At 9:50 "Harrisburg Accommodation. At 9:50 "Harrisbur

FOR NEW YORK. THE CAMDEN AND Amboy and Philadelphia and Trenton Railroad Com-PANY'S Lines
FROM PHILADELPHIA TO NEW YORK
and Way Places, from Walnut Street Wharf, will leave as follows, viz.:— At 6 A. M., via Camden and Amboy, Accommoda-

ville, Pemberton, Birmingham, and Vincentown, and at 6 A. M. and 6 P. M. for Mannt Holly only.

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

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

At 6 and 10 A. M., 12 M., 4, 5, 6, and 11:30 P. M. for Fish
House, Palmyra, Riverton, Progress, Delance, Beverly,
Edgewater, Hurlington, Florence, Bordentown, etc. The
10 A. M. and 4 P. M. lines ran direct through to Trenton,
LINES FROM KENSINGTON DEPOT WILL LEAVE
At 11 A. M., 4:30, 6:45 P. M., and 12 P. M. (Night), via
Kensinston and Jersey City Express Lines, fare 23:50.
The 6:45 P. M. Line will run daily. All others Sundays
excepted. The 6-40 P. M. Line will full daily. All others Sundays excepted.

At 7-50 and 11 A. M., 3, 3-30, 4-80, 5, and 6-45 P. M. and 12 Midnight, for Bristol, Tranton, etc.

At 7-30 and 10-15 A. M., 3, 4-50, 6, and 12 P. M., for Schenck's At 10-45 A. M., 3, 5, and 12 P. M. for Eddington. At 7-30 and 10-16 A. M., 3, 5, 6, and 12 P. M. for Cornwell's, Torresdale, Holmesburg, Tacony, Bridesburg, and Frankford, and at 8 P. M., for Holmesburg and intermediate stations.

Frankford, and at 8 P. M. for Holmesburg and Intermediate stations.

At 10 16 A. M., 5, 4, 5, 6, 8 and 12P. M. for Wissinoming.

BELVIDERE DELAWARE; RAILHOAD,

For the Delaware River Valley, Northern Fennsylvania, and New York State, and the Great Lakes. Dally (Suncays excepted) from Kensington Depot, as follows:—

At 730 A. M. for Ningara Falls, Buffalo, Dunkirk Canandalua, Elmira, Ithaca, Owege, Rochester, Bunghamton, Oswego, Syracuse, Great Bend. Montrose, Wilkesbarre, Scranton, Stroudshirg, Water Gap, etc.

At 730 A. M. and 330 F. M. for Belvidere, Easton, Lambertville, Flemington, etc. The 330 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Rethlebem, etc. Allentown, Bethlebem. etc.

1 5 P. M. for Lambertville and intermediate stations.

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

PHILADELPHIA, GERMANTOWN, AND NORRING CWN RAILBOAD.
On and after THURSDAY, November 1, 1886, until fur-On and after 7:: URSDAY, November 1, 1866, until further notice.

FOR GERMANTOWN.

Leave Philadelphia 6, 7, 8, 9, 10, 11, 12 A. M., 1, 2, 3 M., 25, 4, 5, 54, 6-10, 7, 8, 9, 40, 11, 12 P. M.

Leave Germantown 6, 7, 73, 8, 820, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 4M, 6, 6, 6, 7, 8, 9, 10, 11 P. M.

The 8 20 down brain, and 3% and 5% up trains will not stop on the Germantown Branch.

ON SUNDAYS.

Leave Philadelphia 9 2 A. M., 2, 7, and 16M P. M.

Leave Germantown 83 A. M., 1, 6, and 9% P. M.

CHESNUT HILL BAILBOAD.

Leave Philadelphia 6, 8, 10, 12 A. M., 2, 3%, 53, 7, 9, 8nd 11 P. 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.

ON SUNDAYS.

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

Leave Philadelphia 9-24 minutes A. M., 2 and 7 P. M.

Leave Cheanut Hill 7-50 minutes A. M., 12-40, 5-40, and
9-25 minutes F. M.

FOR CONSHOHOCKEN AND NORRISTOWN.

Leave Philadelphia 6, 8-35-11-05, minutes A. M., 12-40, 5-40, and
12-5, 6-34, 8-96 minutes and 11-5 P. M.

Leave Norristown 5-40, 7, 7-50 minutes, 9, 11 A. M., 13-40, 6-34, and 8 P. M.

T) e-5-4 P. M. train will step at Falls. School Lane, Wissells con. Manayunk, Spring Mills, and Conshohocken only
ON SUNDAYS.

Leave Philadelphia 9-A. M., 2-34 and 6-34 P. M.

FOR MANAYUNK.

Leave Philadelphia 9-A. M., 5-34 and 6-34 P. M.

Leave Philadelphia 6, 8-35, 11-95 minutes A. M., 1
3, 41, 5-34, 6-34, 8-95, and 11-5 P. M.

Leave Manayunk 6-10, 7-2, 8-20, 9-2, 11-34 A. M., 2, 5, 6-34.

Sold P. M.

Leave Philadelphia 9-A. M., 2-35 and 6-35 P. M.

Leave Manayunk 6-10, 7-2, 8-20, 9-2, 11-34 A. M., 2, 5, 6-34.

ON SUNDAYS.

Leave Philadelphia 9 A. M., 9½ and 6½ P. M.

Leave Manayonk 7½ A. M., 9½ and 9 P. M.

W. S. WILSON, General Superintendent,

Depot BINTH and GREEN Streets

HARD RUBBER ARTIFICIAL
LIMBS, Arms, Legs, Appliances for
Deformity, etc. etc. These Limbs are
transferred from like in form and fit;
are the lightest, most durable, comfortable, perfect, and artistic substitutes
yet invented They are approved and
adopted by the United States Governact and our principal Surveous. Patented August 18.
it6: 2.ay 23, 1865; May 1, 1866. Address
KIMBALL & CO.
KIMBALL & CO.
RIVY WELLS—UWNERS OF PROPERTY—
The only place to get Privy, Wells cleaned and denifected at vary low prices.

The only place to get Privy Wells cleaned and dended at very low prices

A. PEYSON,

# 05 COLDSMITHS BALL, L BRARY Street