HIPPOPHAGY AND ONOPHAGY.

These words are of great import at this particular time, as representing a probable solution of a problem which seriously occupies the minds of msny, namely-in the absence of beef and mutton (the Englishman's delight when he can get them), where is the supply of meat to come from? How are the people-especially the laboring classes-to be supported, when we are threatened with such a scarcity as to create an alarm of an approaching flesh famine? Several ideas have been put forward, each as a panacea; one is a careful prevention of waste; another a partial abstinence of flesh for a season; and third, the total abstinence from such food is veal and lamb, which, in their matured ondition, would furnish a larger quantity, and a more nutricious substance. These sugrestions, however, are more of the nature of abstract speculations than practical solutions of a difficulty; indeed, they may be set aside as simply impracticable. What then remains? How are our increasing wants to be met, and how are the people to be fed even during the coming winter? The answer may, perhaps, be found under the words of our title. The coming winter? onversion of the flesh of the horse and of the ass into human food, or, literally, horse eating and ass eating. On this point, then, arises the dilemma—"To be, or not to be?" Philosophy has already assumed the positive; but Prejudice is all powerful, and covers the negative as with a shield.

What, we may ask, is the character of the good thus proposed for our use? The records of the past show, that at a very early period he flesh of the horse and of the ass has not only been considered fit for man's food, but nas also in some instances come under the category of a luxury. Many nations of aniquity are said to have eaten the fiesh of both animals. In Persia, the horse was comnon food, and the wild ass prized, not only as an object of chase on account of its fleetiess, but also for the delicacy of the flesh which made it a luxury even at royal tables; nd Xenophon tells us, that the army of the ounger Cyrus, when marching through Mesotamia, caught several wild asses, and found eir flesh to resemble that of the red deer, ly more tender. But to come nearer to our n selves. It is well known that the Danish abitants of Northumberland were fond of rseflesh, which they devoured in great antities. Not, however, to ransack the past en our object is to come to the present ne, we may be tolerably well assured of is—that among many people, both ancient od modern, even if the flesh of these animals as not always an ordinary article of food, t when an occasion of scarcity arose both ippophagy and Onophagy were resorted to. nd, we may assume, with obvious advantage. Has this occasion now arisen? is the next uestion. It is quite certain that, for some ears past, the demand for meat has greatly xtended in this country, owing to the more mple means of the prople to make use of its food. This is a simple fact, for as a wellnown writer has observed lately:-"The ause of high-priced meat is not wholly inolved in the supply; there is also a gradual oreased demand in proportion to our na-onal prosperity." And then he adds:—"If e first glance at our mining importance, it most staggers belief. Glancing only at the ngie county of Cornwall, and its 36,000 perons daily employed in its mines—to say othing of the human ant-hills of industry sembowelling the earth of its riches in the Vest and North of England, Scotland, and Vales. The stimulus given to the cotton trade has also its effects; the immensity of our shipbui ding, our gigantic railway works, bridge building, and er architectural

provements so characteristic of the present age, are daily calling into the most active

pon increased wages, and hence, naturally

ough, an increased demand for meat." It

evident from this statement that the present

nt is not to be looked upon as temporary,

d traceable to the cattle plague only, but a

eadily spreading difficulty which must be ldiy met, if we would avoid the evil of want

its usual concomitants-disease and That objections should be made to this apcation of a food hitherto only looked upon fit for the canine and feline races ne is only natural, and does and tabs may have, perhaps, to rue the day of ch conversion of horseflesh. Some years when railways were first commenced, facetious friend, Punch, issued forth a rte having a steam-engine in the centre. one side of the picture was a group of old age-coach borses, worn out, alas! and used on the other side two smirking dogs; the scription, if we remember rightly, was-What the Horses are going to." The diaogue of the dogs was to this effect: "Well, by, what do you think of this new invenon?" Toby promptly apswers, "Why, I hink we shall have meat cheap." It would, ndeed, be strange, if now-mutatis mutandis -man, and not the dog, should find his food cheapened through the economy of horse-desh. The example has already been set in many parts of the world. The good folks of Berlin have for some years revelled in all the lory of Hippophagy. France has followed a the same track, and it is not very long nce a weekly contemporary gave an aninated description of the opening of the first hop in Paris for the sale of horseflesh; and in Russia, it is well known that horseflesh is always sold in the markets, with the flesh of other animals, as food for the people.

For upwards of nine years previous to bis decease, the late Monsieur Geoffroy St. Hilaire, the celebrated naturalist, had been endeavoring to combat the national prejudice against the use of horseflesh as human food; and it is owing, no doubt, in a great measure to his exertions that the sale of it as now been legalized in France; but it is mly by degrees that this has been done, as me experiments were necessary as a prerinary step; and hence we find in 1861, in account of a feast given at Algiers, a conderable number of high public functionaries, uperior military officers, indges, and clergy, partook of a grand banquet in the saloon of he theatre, the greater part of the disness of which were composed of horse and ass flesh ; the object of getting up the least was to combat the popular prejudice against such food. The different dishes were dressed in the French tyle, and were declared excellent. One of em consisted of a young ass roasted hole. After dinner suitable toasts and vhole. peeches were delivered; one of the itter was by Monsieur Decroix, veterinary surgeon of the First Mounted Chasseurs, who maintained that horseflesh was very nutritious, and that the general adoption of t as an article of food would present many advantages. Early in 1863, a Berlin journal states that there are now in the Prussian capital seven butchers' shops for the sale of horseflesh, and that seven hundred and fifty orses had been killed for their supply up to that time. No animal, however, can be unconsciously partaken of the unwonted

slaughtered for these establishments without | delicacy. The tongue of every horse killed in a certificate from the veterinary surgeon of the police. Such a precaution, however necessary as to borseflesh, would be advantageous equally with regard to both beef and mutton, if the example was followed in this country, for it is not always easy to detect un who esome flesh got up for the market, but any disease in an animal could hardly escape detection. In 1864 the same Monsieur Decroix delivered a lecture at the Garden of Acclimatization of the Bois de Boulogne, on the alimentary use of horseflesh. After showing, by official data, that the supply of butcher's meat of all kinds, which is so necessary to support the strength of man and enable him to bear fatigue and avert disease, is not equal to the demand, he proved that if the flesh of disabled horses was introduced into public consumption, it would increase the present supply of meat by at least one-twelfth, and that in Paris especially, it might daily produce upwards of two thousand six hundred kilogrammes of good meat, even admitting that one third of the horses slaughtered were ejected on account of their diseased state, a proportion which be considered exaggerated. M. Decroix reminded the audience hat the illustrious Larrey, in the course of his military career, had three times prescribed the use of horseflesh for his patients; and that in Egypt especially, he had, by the use of this aliment, stopped a scorbutic affection which had broken out in the army. More recently, in the Crimea, two companies of artillery had lived entirely on the flesh of unserviceable horses, and thereby escaped the diseases which affile ed the rest of the army; and at Vienna, Berlin, Hamburg, Altona, and other towns, horseflesh is eaten not only by the lower orders, but by all classes of society. In the *Independence Belge* the following account is given of an extraordinary banquet of horseflesh which took place early last year in Paris:-"The courses were numerous, and in nearly all of them this strange delicacy was served up in various forms. After the dinner several toasts were proposed. M. de Quatrefages, the President, opened the proceedings by calling on the company to drink to the memory of the late Monsieur Geoffroy St. Hilaire, the apostle of Hippophagy. Monsieur Decroix, in response to the health of the veterinary medical profession, declared that all the horses whose flesh had been eaten at this dinner were old and miserably thin beasts, from fourteen to eighteen years age, and that none of them had cost more than forty francs, and one as little as eighteen francs. Immense applause followed this announcement; for it was considered that if such aged horses produced such good meat, what might not be expected from five or six year olds? M. Homon, of the Pays, put in the claims of the ass and of the mule to the honors of the cuisine. M. Barral, who proposed Public Education, recommended it as the means of dispelling prejudice and repugnance from the notion of horse-eating; and M. Georges Bell, of the Presse, said that horseflesh was no novelty. All who partook of this singular meal are said to have been perfectly satisfied, many of them having never before tasted it.' It is some satisfaction to find from this statement that age does not detract from the

quality of the flesh, for it must be clear that

rarely any but aged horses would be thus

made use of. Nor does leanness act as an

impediment where good cookery does its

work, so that it younger animals were dished up with equal skill, it is only natural to sup-

pose that the flavor would be more exquisite.

Truly the hippophagists may be right after all, and if so, good-by, alas! to the roast beef of Old England.

But some may say—conscientiously considering the law as laid down by Moses—shall we not bring upon ourselves divers maladies and disorders by flying in the face of a positive command? Seeing that neither the horse nor the ass chews the cud nor divides the hoof--ior to the e points alone is the use of flesh limited according to Mosaic law. It might be urged in answer that the vision of St. Peter would seem decisive for setting aside any prejudice which the old law might suggest. But as this passage is simply oneirophantic, it may be argued that the law was not annulled by it. But when the subject of meats was discussed, as it appears to have been by the early Gentile converts, the fixt put forth was "to abstain from meat offered to idols, and from blood, and from things strangled." Those, however who would scripturally object to the use of horsetlesh must not forget that we offend already in eating the flesh of the pig, which is, and always has been, a national food, to say nothing of the claw-footed bear; the hare and rabbit are also prohibited; and what shall we say it, leaving the earth for the waters, we find among things forbidden the lobster. erab, prawn, and shrimp. Oyster-eaters beware. And oh! ye lovers of the luscious eel and lamprey, your unscaly aliment must be left uneaten. Truly an appalling category of outcasts it strictly maintained. It is well then not to scan these things too curiously. The horse and the ass are at all events clean-feeding animals in themselves, which is more than can be said of many which we freely devour, and if we have abstained from these hitherto, it is owing perhaps that the dire necessity of a diminished supply of ordinary food has not as yet been severely felt. But we are now dealing with facts which admit neither of doubt nor concealment. Our consomotion of flesh is greater than it was formerly, and is gradually increasing, and there is ostensibly no means of mee ing the demand. The cattle plague has, of course, increased the difficulty of providing meat for the population, but, independent of that contingency, if we compare the number of the people of these islands with the number of animals used as ordinary food, the disproportion as regards a sufficiency of supply will be apparent. Taking the whole population at thirty millions, the number of cattle is stated to be in all e'ght millions, of sheep forty millions, and of pigs four millions three hundred thousand, or a total of fiftytwo millions three hundred thousand. If to these are added the importations of last year, one million three hundred and thirty thousand three hundred and eighty-four, it brings up the amount to fifty-three millions six hundred and thirty thousand three hundred and eightyfour-that is, there would not be two animals each for all if all were slaughtered at once, and this supply lasting only for a limited period, there would be none left. This simple statement will show that, under any circumstances, we are far from having a sufficiency at any time, and still less if disease should ever thin the scanty quantity, as has now been the case; we are thus left with a hiatus not only much to be deplored, but difficult to be filled up. There remains, then, scarce any other alternative than that of following the example of our conti-nental neighbors. The flesh of the horse and of the ass is palatable in itself. It possesses higher powers of nourishment than beef or mutton, upon the authority of Liebig, and the

only objection to its introduction is the pre-

judice which is felt against it; but many, per-

haps, are not aware that they have ere now

the metropolis is pickled and preserved, anddoes the duty of the ox tongue even at the banquets of the great; and there is more than a suspicion that dried reindeer's tongues, so temptingly called, are nothing but the lingual appendages of the horse. And perhaps many of the savory productions sold in the shops under their coverings of paste are not altogether innocent of the equine element, so that in going the whole horse people would only be changing the name, not the

thing itself. There is one other consideration which may have its weight in the matter, and that is the very different treatment the horse would undergo at the termination of its animal career. At present the fate of the noble beast, as we are pleased to call it, is one of permanent decadence. The highmettled racer, the thorough-going hunter, in the prime of their existence are no doubt petted and caressed, but as their powers wane, or should any accident overtake them, they are forthwith consigned to the daily drudgery of the 'bus or the cab, until at length, worn out and exhausted, they await their inevitable lot, the horrors of the knacker's yard. How different the life of their bovine compeer! Cared for and caressed from his birth, his wants ministered to with studied attention through his calfbood, he walks the fields at his leisure, and chews the cud of his inglorious ease; his food is made savory to tempt his appetite, and he lives his short life in peace, awaiting only the final stroke that at once puts an end to his existence. And why this diversity of fate? Beef is the food of man. Horseflesh-cat and dog meat; elevate the flesh of the horse to the same destination, and what a change would come over his latter end! "For while patting with pride his soft sleek

skin, We should think of the future steak within"no longer rejected by man-instead of the slow torture of his last period of life, as his flesh would increase in value, so would he receive more attention. When no longer fit for work, he may yet be fatted up for his master's table, and end his useful career, having first ministered to the wants and tleasures of man, by at length laying down his life for his sustenance.

"Look on this picture and on that." -Temple Bar for December, 1866.

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R-E A D I N G R A I L R O A D FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE SCHUYLEDLL, SUSQUE-HANNA, CUMBERLAND AND WYOMING VALLEYS, THE NORTH, NORTHWEST, AND THE CANADAS. WINTER ABRANGEMENT OF PASSENGER TRAINS,
October 8, 1866,
Leaving the Company's Depot, at THIRTEENTH and
CALLOWHILL Streets, Philadelphia, at the following

CALLOWHILL Streets, Philadelphia, at the following hours:

MORNING ACCOMMODATION,
At 7:30 A. M., for Reading and intermediate Stations.
Returning, leaves Reading at 6:20 P. M., arriving Philadelphia at 9:10 P. M.

MORNING EXPRESS,
At 8:15 A. M., for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sanbury, Williamsport, Elmira, Rochester, Mingare Falls, Buffale, Allentown, Willesbarre, Pittaton, York, Carlisie, Chambernburg, Hagerstown, etc. etc.

This train connects at READING with East Pennsylvania Easilread trains for Allentown, etc., at PORT OFINTON with Catawissa Eairoac trains for Williamsburg, Look Haven, Elmira, etc.; at HARRISBURG with Northern Central Comberland Valley, and Schryikill and Susquebanea trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS

Leaves Philacelphis at \$50 P. M., for Reading Potts-y Harisburg, etc., connecting with Reading and C mbia Kaikond rains for Columbia, etc.

READING ACCOMMODATION

Leaves Reading at 6*50 A. M., stopping at all way stations, arriving at Philadelphia at 2 40 A. M.; arrives in Reading at 7 50 P. M.

Trains for Philadelphia leave Harrisburg at 5 10 A. M., and Polisville at 5 45 A. M., arriving in Philadelphia at 1 60 P. M. Afternoon trains leave Harrisburg at 2 10 P. M., Pottsville at 2 40 P. M., arriving in Philadelphia at 6 DP.M.

HARRISBURG ACCOMMODATION

6 45 P.M. HARRISBURG ACCOMMODATION
Leaves Reading at 720 A.M., and Harrisburg at 410 P.
M. Connecting at Reading with Afternoon Accommodation south at 620 P.M., arriving in Philadelphia at 910 P.M. P. M.

Market train, with passenger car attached, leaves Philadelphia at 12'45 noon for Reading and all way stations.

Leaves Beading at 11'50 A. M., and Downingtown at 12'36
P. M., for Philadelphia and all way stations.

All the above trains rim dady, Sundays excepted.

Sunday trains leave Pottaville at 5'00 A. M., and Philadelphia is 15 F. M. Leave Philadelphia for Reading at 8'00 A. M., returning from Reading at 4'25 P. M.

CHESTEE VALLEY RAILEOAD.

Passengers for Downington and Internediate points take the 7'30 and 8'15 A. M., and 4'20 F. M. trains from Philadelphia, returning from Downingtown at 7'10 A. M., and 12'20 Loon.

and 12:00 Loon.
EW YORK EXPRESS FOR PITTSBURG AND THE

EW 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 53 A. M. and 1-48 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Eadinesd express trains for Pittsburg, Chicago Williamsport, Elmira. Baltimore, etc.

Returning, express train leaves Harrisburg on arrival c the Pennsylvania express from Pittsburg, at 3 and 9-05 A. M. and 9-15 P. M., passing Heading at 4-49 and 10-52 A. M. and 11-30 P. M., and arriving in New York at 10 A. M. and 2-45 P. M. Electing care accompany these trains through between Jersey City and Pittsburg, without change

A mail train for New York leaves Harrisburg at 2-10 P. M. Meiltrain for Harrisburg leaves New York at 12 M. Schuylkhill Valley Ball ROAD.

Trains leave Potaville at 7 and 11-30 A. M., and 7-15 P. M., returning from Tamaqua at 7-50 A. M., and 1-10 and 1-10 P. M.

SCHUYLKHIL AND SUBQUEHA NNA RAILROAD.

Trains leave Auburn at 7-50 A. M. for Pinegrove and

Trains leave Auburn at 7:50 A. M. for Pinegrove and liarrisburg, and I:50 P. M. for Pinegrove and Tremont, returning from Harrisburg at 3:20 P. M., and from Tremont at 7:50 A. M. and 5:26 P. M.

TICKETS.

ment at 7:35 A. M. and 5:25 P. M.

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At 3:36 P. M. (Express) for Bethlehem, Easton, etc.,
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At 5:15 P. M., for Bethlehem, Allentown, Mauch Chunk,
For Boylestown at 8:25 A. M., 2:36 and 4:15 P. M.
For Port Washington at 10 A. M. and 11 P. M.
For Lansdale at 6:15 P. M.
White cars of the Second and Third Streets Line City
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ON SUNDAYS.

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5:21

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Train, 12 M.; Elmira Mail, 8 00 A.M.
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and Eric.

Leave New York at 9 A. M., arrive at Eric 10 00 A. M.
Leave New York at 5 00 P. M., arrive at Eric 10 00 A. M.
Leave Eric at 5 00 P. M., arrive at New York 4 40 P. M.
Leave Eric at 5 10 A. M., arrive at New York 4 40 P. M.
Leave Eric at 5 10 A. M., arrive at New York 10 10 A. M.
Elegant Sleeping Cars on all the night trains.
For information respecting passenger business, apply at
corner THIRTHETH and MARKET Streets, Phila.
And for freight business, of the Company's Agonts, 8. B.
Kingston, Jr., corner Thirteenth and Market streets,
Philadelphia; J. W. Reynolds, Eric; William Brown,
Agent N. C. R. R., Baltimore.
H. H. HOUSTON, General Freight Agent, Phila.
H. W. GWYNNER, General Ticket Agent, Phila.
A. L. TYLEB, General Sup. Williamsport.

W EST JERSEY RAILROAD LINES, FROM

W EST JERSEY RAILROAD LINES, FROM foot of MARKET Street (Upper Ferry), commencing MONDAY, September 24, 1868.

LEAVE PHILADELPHIA AS FOLLOWS:—
For Bridgeton, Salem, Millville, and all intermediate static ns, at 8 A. M. Mail., 3 30 F. M., Passenger.
For Woodbury, 8 A. M., 320 and 6 P. M.
For Cape May, at 3:30 F. M.
RETURNING TRAINS LEAVE
Woodbury at 7:15 and 8:40 A. M., and 4:54 P. M.
Bridgeton at 7:05 A. M. and 3:09 P. M. Freight, 6:30 P. M.
Balem at 6:50 A. M. and 3:05 F. 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 Wannut street, from 9:00 A. M. until 5:00 F. M.
That received before 7:00 A. M. will go through the same day.
Freight Delivery, So. 228 S. DF LAWARE Avenue.
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RAILROAD LINES.

PHILADELPHIA, WILMINGTON AND BAL-

Commencing MONDAY, December 24, 1866. Trains will leave Bepot, corner of BROAD Street and WASHINGTON Avenue, as follows:—
Express Train at 415 A. M. (Mondays excepted), for Baltimore and Washington, atopping at Chester, Winnington, Newark, Elkton, Kortheast, Perryville, Havro-de-Grace, Aberdeen, Perryman's, Edgewood, Magnoka, Chase's and Stemmer's Run.
Way Mail Train at 815 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting with Delaware Esaload at Wilmington for Granela and intermediate stations.

with Delaware Railcoad at Wilmington for Granicia and infermediate stations.

Express Train at 11 45 A. M. (Bundays excepted), for Ballimore and Washington,
Express Train at 3 P. M. (Bundays excepted), for Ballimore and Washington, stouping at Chester, Claymont, Wilmington, Newark, Elkton, Northeast, Perryvilla, Havre-de Grace, Aberdeen, Perryman's, Edgewood, Magnolla, Chase's and Stemmer's Run.

Night Express at 11 P. M. (dal'y), for Ballimore and Washington, Connectant Wilmington with Delaware Railroad line (Saturdays excepted), stopping at Middletown, Smyton, Doves, Rairington, Seaford, Ballimery, Frincess Anne, and connecting at Cristical with Boat for Norfolk, Portsmouth, Passengers by Roat from Mall Incore for Fortsmouth, Passengers by Boat from Bal imore for Fortress Mon-roe at d Norfolk will take the 11-43 A. M. train. WILMINGTON ACCOMMODATION THAINS, Stopping at all Stationa between Philadelphia and Wil-niqueton.

mington.

Leave Pulladelphia at 12:30, 4:06, 6, and 11:30 (daily) P

M. The 4:00 P. M. train connects with Delaware Railroad for Milford and intermediate stations. The 6 P. M. train Leave Winnington at 715 and 8-80 A. M., 2 and 6-30

FROM BALTIMORE TO PHILADELPHIA.
Leave Baltimore 7-25 A. M., Way mail, 9-25 A. M.,
Express. 1-10 P. M., Express. 6-25 P. M., Express. 8-25
P. M. Express.
From Baltimore to Havre-de Grace and intermediate
stations at 4-10 P. M.

From Saltmore to Havre-de Grace and intermediate stations at 440 P. M.

THAINS FOR BALTIMORE.

Leave Chester at 442 and 25, A. M., and 338 P. M.

Leave Wilmington at 10 00 and 9 40 A. M., and 418 P. M.

SUNDAY THAIN

Leaves Baltimore at 825 P. M., stopping at Havre-de-Grace, terryville, and Wilmington. Also stops at Elkton and New ark to take passengers for Philadelphia and leave passengers from Washington or Baltimore, and Chester to leave passengers from Baltimore or Washington.

Through The eta is all points West, Bouth, and Southwest, may be procured at Ticket Office, No. 828 Chesanst Street, under Continental Hotel Persons purchasing tickets at this office can nave their baggage checked at their residence by Graham's Baggage Express.

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DENNSYLVANIA CENTRAL RAHLROAD.—
WINTLE FRRANCEMENT.
The Trains of the Lennayania Central Railroad leave the Depot at Thirl. direct and Market Streets, which is reached directly by the cars of the Market Street Passenger Rakway. Those of the Chesnut and Wainut Streets Railway. Those of the Chesnut and Wainut Streets Railway in within one square of it.

On Sundays—The Market Street cars leave Eleventh and Market Str. 36 minutes before the departure of each Train.

Mann's Las gage Express will call for and deliver Baggage at the Depot. Order left at the Office, No. 531 Chosnut street, will receive attention.

TRAINS LEAVE DEPOT, VIZ.:—

Mail Train.

TRAINS LEAVE DEPOT, VIZ.:—

Mail Train.

TRAINS LEAVE DEPOT, VIZ.:—

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

at 120 M. Parkeburg Trait.

Harrisburg Accommodation.

at 400 M. Philadelphia Express

Patisburg and Eric Mail leaves daily, except Saturday.

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

Passengers by et all Train go to Williamsport without

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 At 6 A. M , via Camden and Amboy, Accommoda-FARE.

The 645 P. M. Line will run daily. All others Sundays excepted.

At 730 and 11 A. M. 3, 3-30, 4-30, 5, and 645 P. M. and 12 Midnight, for Bristol, Trenton, etc.

At 730 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 730 and 10 15 A. M. 3, 4, 5, 5 and 12 P. M. for Cornwell's, Torresdale, Holmesburg, Tacony, Bridesburg, and Frankford, and at 3 P. M. for Holmesburg and intermediate stations.

mediate stations.
At 10 15 A. M., S. 4. 5. 6, S. and 12P. M. for Wissinoming.
BELVIDERE DEFAWARE; RAILROAD. BELVIDERE DEJAWARE; RAILROAD,
For the Delawere River Valley, Korthern Pennsylvania,
and New York State, and the Great Lakes. Daily (Sundays excepted) from Kensington Depot, as follows:—
At 7 30 A. M. for Niagara Falls, Buffalo, Dunkirk Canandalgua, Elmira, Ithaca, Owege, Rochester, Bughamton,
Oswego, Syracuse, Great Bend. Montrose, Wilkesbarro,
Seranton, Biroudaburg, Water Gap, etc.
At 7 30 A. M. and 3 30 P. M. for Belvidere, Easton, Lambertville, Flemington, etc. The 3 30 P. M. Line counsels
direct with the train leaving Easton for Mauch Chunk,
Allentown, Bethehem, etc.
At 5 P. M. for Lambertville and intermediate stations.
December 1, 1866. WILLIAM H. GATZMER, Agent.

PHILADELPHIA, GERMANTOWN, AND NORWISTOWN RAILROAD.
On and after THURSDAY, November 1, 1866, until fur-

ther notice.

FOR GERMANTOWN.

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

23, 4, 5, 5%, 6 10, 7, 8, 9, 10, 11, 12 P. M.

Leave Germantown 6, 7, 7%, 8, 8 20, 9, 10, 11, 12 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% up trains will not stop on the Germantown Branch.

ON SUNDAYS

ON SUNDAYS.

Leave Philadelphia 9-34 A. M., 2, 7, and 1954 P. M.,

Leave Germantown 854 A. M., 1, 6, and 954 P. M. CHESNUT HILL BAILROAD. and H P. M.

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

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

Leave Philadelphia 9-34 minutes A. M., 2 and 7 P. M.
Leave Chesnut Hill 7-56 minutes A. M., 12-40, 5-40, and
9-26 minutes P. M. 9-26 minutes P. M.

FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphis 6, 8 35 11 05, minutes A. M., 114, 8, 414, 524, 8 35 minutes, and 1134 P. M.
Leave Norristown 5-40, 7, 7-50 minutes, 9, 11 A. M., 114
114, 634, and 8 P. M.
The 5% P. M. train will stop at Falls, School Lane, Wisshicken, Manayunk, Spring Mills, and Conshohocken only

ON SUNDAYS.

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

Leave Norristown 7 A. M., 5 and 8½ P. M. FOR MANAYUNK.

Leave Philadelphia 6, 8-25, 11-95 minutes A. M., I 3, 4½, 5½, 6½, 8-95, and 11½ P. M.

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

ON SUNDAYS.

Leave Philadelphia 9 A. M., 25; and 6½ P. M.

Leave Manayunk 7½ A. M., 55; and 9 P. M.

W. S. WILSON, General Superintendent,

Depot MINTH and GREEN Streets

HARD RUBBER ARTIFICIAL HARD RUBBER ARTIFICIAL LIMBS, Arms, Legs, Appliances for Detornity, etc. etc. These Limbs are transferred from life 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 Government and our principal Surgeons. Patented August 18, 1863; May 23, 1866; May 1, 1808. Address.

No. 639 ARCH Street, Philadelphia. Pamphlet free.

PRIVY WELLS_OWNERS OF PROPERTY—
The only place to set Privy Wells cleaned and denfected at vary low prices.

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GOLPSMITHS BALL, L BRABY SWOOT