

A DIET FOR MENTAL DYSPEPTICS, AND A CUSE FOR HY-POCHONDRIA, HY-POCRISY, OR ANY

BY OUR SERIES EDITOR.

ALMANAC AND DIARY. SHORT METRE-ILLOGICAL OBSERVATIONS FOR THE

December. Monday, 31.—Watch Meetings at the Churches, and a neeting to raffle for Watches and fur-keys at the "Fig and Whistle." January.

Tuesday, 1.—New Year's Day, 1867. Reception at the White House. Platform for exit erected at one of the windows, to allow the guests to "Swing the Circle."

Wednesday, 2 .- The Skating Parks tight. The heads of families invited o

Thursday, 3.-Professor Blot in session with the ladies, and lectures them on their cooking.
Offers to "cook their goose" for them. Friday, 1. Assistant Secretary Seward has sailed abroad. It is supposed that he has gone to see about the purchase of the Island of Great

Britain as a naval station. Saturday, 5. - SERIES COLUMN DAY. The Editor receives an invitation from the three yachtamen to meet them on their return "half

[FROM OUR OWN CORRESPONDENT.]

TRINITY BAY, January 3. Mr. Series Editor:- I am now at the western end of the Ocean Telegraph, trying to gather up the full particulars of the arrival of the "three wise men of Gotham who went to sea in such a boid way," as the song says; for the information we get through the Associated Press is so meagre and so contradictory, that, unless you get the news right off the Cable itself, you run as great a risk of not getting the pure article as you do in buying your Otard at a Schuylkill dismilery. I have, at considerable trouble, succeeded in getting the following full particulare by Telegraph, which are important if true:-L Cowes, December 30 .- Yesterday the three American yachts, Henrietta, Fleetwing, and Vesta, upon the invitation of Queen Victoria, sailed up Osborne Bay. Her Majesty came down to the beach and spent some time in witnessing



the various manouvres of the yachts. The beach being of a rather a soft mire, her Majesty displayed the insignia of the Garter, which was of pure British manufacture, and was fastened with a German silver buckle, one of a pair she had bought to encourage the Birmingham manufacturers. As the winner of the great race, the Henrietta, passed by, she saluted it by waving her handkerchief, which was rich Honiton lace of Spitalfields manufacture, one of a dozen she bought when on her last trip to the manufacturing districts. Mr. Bennett, on seeing her Majesty thus saluting him, ordered his crew to give her three cheers and a "tiger," which they did in true New York style. Mr. Bennett tipped his hat, one of Knox's, in his usual graceful manner.

At the banquet given by the citizens of Cowes, the Hall was profusely decorated with British and American flags-some of the latter were recognized as having been captured from our merchantmen by the neutral privateers of Great Britain during the war. The Hall was also hung around with friendly mottoes. Sir John Simon, M. P., presided at the entertainment, The health of the New Yorkers was good. The health of Mr. J. G. Bennett, Jr., was drunk in the early part of the evening, with great enthuslasm. Some Toast was ordered for the peace and prosperity of the United States, but it got cold before it was used.

Major-General Seymour, by command of the Queen, expressed her Majesty's thanks for the display in the bay, and to the crew of the Henrietta for their beautiful imitation of the American Savage war-whoop.

At the dinner, his Royal Highness the Duke of Edinburgh accepted the challenge of Mr. J. G. Bennett, Jr., in the following neat speech:-"Mooster Bennett, you coome all the way froom America in your oown yacht, to sail with any oot her Majesty's soobjects. I will sall you aroon this island in me oown boat, in August, next soomer coomin, oor forfelt haggis foor all the coompany, and it shall be for an hunder poon, mon." This acceptance of the noble Duke was received with great applause.



THE NOBLE DOOK,

Mr. J. G. Bennett, Jr., said he would now propose the health of the Queen, previous to his going to Havre. Expressions of great disgust on the part of the noble Lords present were manifested at this remark of Mr. Bennett's, and Major-General Seymour, immediately took it up, and explained to Mr. Bennett that he was entirely out of order. Lord Lennox rose, and rebuked Mr. Bennett in the following eloquent speech :-- "Gentlemen hof Hamerica-Hi ham surprised to 'ear from hour Hamerican guest, the captain hof the Enrihetta. that he hexpects to marry hour Queen, hopwhose dominions, by 'eavens, the sun never sets. (Hear! hear!) Hi ham the more hastonished that he should 'ave that hopinion because she waved 'er 'andkerchief to him this batternoon; hi can binform him hit was not to him, but hit was a signal for bandstance to her I show!

Land airgannalitie

TONEDA SHATE No CON CHESSITE SURGE

lords hin waiting to hassist her heut hof the mud, hand hon no nother grounds did she stand before him; hand the grounds for his hopinion are softer than the beack bon which her Majesty stood hat the time, on whose dominions, by 'envene, the sun never sets. (Hear! hear!) Gentlemen hof Humerica, particularly the captain hof the 'Enrihetta, recall bany such hillusions has the one just halluded to, for you can never 'ave hen." (Hear! hear!)

Mr. J. G. Bennett, Jr., now rose and said-The noble Lord, who is immense in his way, had run the thing into the ground in his piece he had just spoken, as he had entirely got the wrong sow by the ear; he meant to say, and did say, that he was going to Havre, the town of Havre, across the channel, and he did not leave home with (any purpose of marrying the Queen, or even proposing to her, and furthermore, that he had no objections to the sun never setting where she was: he only wished her dominions had extended all over the Atlantic Ocean during the trip of the Henrietta to the island, for it he could have had daylight all the time he would have been hunkey dorey. (Hear! and cheers.) The noble lords and gentlemen present seemed

to be greatly pleased and entirely satisfied with this disclaimer of Mr. Bennett's,

On the following evening Captain Bennett and Mr. McVickar visited the Queen, and dined with the Duke of Edinburgh. The Queen not having dinner till quite late in the afternoon, and the New York gentlemen being hungry, is given as the reason for their dining with the Dake, whose dinner is always an hour earlier than the

The officers of the New York Yacht Squadron are invited to a banquet at Southampton, and to the Mersey Yacht Club's Ball, at Liverpock, It is expected that they will get their living free for the balance of the season. The officers have now thirty-nine dinner and supper engagements on hand. They expect to be able to attend to them all, as their health is good and is constantly improving.

The Prince of Wales, who is a great yachtsman, attends all of the dinners, and he has told Mr. Bennett, confidentially, that he believes the Princess will name her next child (if a girl) "Henrietta,"



THE CALTAINS OF THE THREE VACHTS GOING ABOUT ON THE PORT TACK.

P. S.-The yachters have just gone to take another dinner-at Cowes, which makes the fourth to-day. Nothing further of importance by the Atlantic Telegraph.

YOUR OWN CORRESPONDENT.

A "COMMON SENSE" VIEW. The following communication from a valued correspondent, valued on account of his name, was sent to the publisher of THE EVENING TELE-GRAPH, and by a mistake it was put into our bands. Although we dislike to find fault with the other departments of the paper, we cannot help but feel that his criticism is just. Here

PHILADELPHIA, December 31, 1866. Messrs. Editors:—I am a subscriber to your paper, and would like to be informed how, if your advertisement patronage is so great, you afford to devote, every Saturday of it to such ridiculous pictures and miserable attempts at wit as appear on your fourth page. A newspaper is supposed to be for grown per sons, those intelligent enough to understand the current topics of the day, and not for children.

Yours, etc., COMMON SENSE. We always thought that the fourth page of the paper could be improved, both in its literary attainments and its pictorial embellishments. We just glanced over last Saturday's paper, which we suppose is the issue referred to, and prominent among the attempts at wit, on the fourth page, was an editorial on the action of the Supreme Court, which wasn't funny at all, in our estimation; and as to Rev. De Witt Talmage's advertisement of his new Guide Book, entitled "Astray: How to get Back," why, the only wit in that was embraced in the reverend gentleman's name, and that was spelled with two t's. We are rather puzzled, though, at "Common Sense" calling the pictures ridiculous. One would suppose they would have hardly been noticed; they would not, except by a 'cute observer of men and things. The most prominent series of pictures were a lot of "hands" to the religious notices, of which we herewith give a sample:-

BE BE BE BE To be sure, it is rather ridiculous to see so many left hands pointing; one would suppose a right hand would be used occasionally. Then there was a picture purporting to be one of Steinway's Grand Pianos, also Schomacker &

Co., and other makers, all represented thus:nert hert hert hert And there were City houses, Country seats, and Hotels, palmed off on the public to look like

The only consolation we can offer to disappointed "Common Sense," is for him to spend his time hereafter on the sixth page of Saturday's TELEGRAPH, and there he will see pretty pictures and real wit, which can be pondered over with growing pleasure by any one who appreciates the current topics of the day (or the uncurrent either), and leave the "Prize Concert advertisements" and sleepy "editorials" to women and children; and if we should venture an answer to his question, as to "how the space can be spared for such things on the fourth page?" our answer (between us) is, that we think the advertising is like the correspondence of the

paper, a little "flat." TOO OLD TO LEARN.

Miss Susan Denin as was, we see by a California paper, has been married again, to a Mr. Coyle, making the fourth time. We are surprised that Susan should be caught in the matrimonlal Co yle after so much experience.

A PRODELYN PAPER says the "Moral Statistics of that city show a population of 11,000 dra uken and abandoned women." If that is the moral statistics, what must the immoral etatistics

The Fortification Bill. WASHINGTON, January 4 .- The Fertification bill reported in the House to-day appropriates as fol-

Fort Ontario, \$20,000; Fort Montromery, at the outlet of Lake Champian. \$40,000; Fort Scammel, Porfiand, \$100,000; Fort George. Portland, \$76,000; Fort Constitution. N. H., \$100,000; Fort Wentworth, Roston, \$10,000; Fort Warren, Boston, \$50,000; for a sea wall at Great Brewster's Island, \$25,000; for a sea-wall at Ocer and Lovel's Island, \$25,000; for a sea-wall at Deer and Lovel's Island, \$25,000; for a sea-wall at Deer and Lovel's Island, \$25,000; for a sea-wall at Deer and Milet's Point, \$50,000; Fort at New Bedford Harbor, \$10,000; Fort Sany-ler, N. Y. \$75,000; Fort at Willet's Point, \$50,000; Fort on site of Fore Tempains \$50,000; Fort Popham, Me., \$50,000; Fort at Sany-Hook, \$75,000; repairs at Fort M Milet's Point, Southern, Potemac river, \$25,000; Fortress Monroe, \$100,00; Fort Taylor, Fla., \$50,000; Fort Jefferson, Tortugas, \$50,000.

MILLINERY, TRIMMINGS, ETC. MILLINERY FOR THE

HOLIDAYS.

A Cheap and Substantial Gift. Attention is called to my elegant assortment of RIB-BONS, suitable for Scaris; FEATHERS, FLOWERS, BONNETS, and YOUNG LADIES' HATS, prepared specially for the HOLIDAY SEASON, and selling at greatly reduced prices.

MADEMOISELLE KEOGH, No 904 WALNUT Street.

SPLENDID OPENING OF FALL AND WINTER STYLES.—MRS. M. A. BINDER, No. 1631 CSB-SNUT Street, Philadelphia, IMPORTER OF LADIES' DRESS AND CLOAK TRIMMIAGS. Also an elegant stock of Imported Paper Patterns for Ladies' and Chilites's Dress. Parlisan Dress and Cloak Making in all its varieties. Ladies jurnishing their rich and contiy waterials may rely on being artistically fitted, and their work flushed in the most prompt and efficient manner, at the lowest possible orices at twenty-four hours' notice. Cuiting and basting. Patterns in acts, or by the single piece, for merchants and dress-makers, now ready.

930 cm

MRS. R. DILLON, Nos. 323 and 331 SOUTH Street. Has a handsome assortment of MILLINERY for the Holidays, Also, Silk Velvets, Crapes, Riobons, Feathers, Flowers and Frames. Ladies who make their own Bonnets supplied withall the materials. 7 185

CLOTHING.

SWAAB'S

CLOTHING HALL, No. 606 MARKET STREET, No. 606

STATES UNION

A most complete stock of MEN'S AND BOYS' CLOTHING

AT VERY MODERATE PRICES. WE HAVE SMALL EXPENSES, AND CAN AFFORD TO SELL WITH SMALL PROFITS. Fine Eskimo Beaver Overcoats, only \$26; fine Beaver Fine Fakimo Beaver Overcoats, only \$25; fine Heaver Overcoats. any desirable color. \$22; frosted Beaver Overcoats. \$26; very fine Chinchilla Overcoats, only \$27; frosted Beaver Buits, contaming coat, pante, and vest, \$30; fine short Beaver Sacks, from \$40 to \$24; dark grey Harris Cassimere Suits, coat, pants, and vest, \$23; do 81k mixed, only \$24; black Sack Coats, from \$10 to \$20; Business Coats, from \$7 to \$14; Pants and Vests to match, irom \$7 to \$14; Boys Coats, from \$6 to \$14; Fants from \$175 to \$9.

Come and convince yourselves.

CRICC, VAN CUNTEN & CO. GRIGG, VAN GUNTEN & CO. GRIGG, VAN GUNTEN & CO.

GRIGG, VAN GUNTEN & CO. ARE SELLING ARE SELLING ARE SELLING ARE SELLING THEIR ENTIRE STOCK OF CLOTHING THEIR ENTIRESTOCK OF CLOTHING THEIR ENTIRE STOCK OF CLOTHING AT GREATLY REDUCED PRICES. AT GREATLY REDUCED PRICES,

AT GREATLY REDUCED PRICES, NO 734 MARKET STREET, NO. 734 MARKET STREET, One Door below Eighth.

DRICES REDUCED. Making and trimming Oversachs, \$19; Frock Coats, \$16; Dress Sroks, \$12; Pants and Vests, \$350 each, in good style. On hand a general assortment or goods at low prices.

C. S. HIMMELWRIGHT,
No. 234 N. FOURTH Street.

DYEING, SCOURING, ETC.

FRENCH STEAM SCOURING

ESTABLISHMENT, No. 510 RACE Street.

We beg leave to draw your particular attention to ou, new French Steam Scouring Establishment the first and only one of its kind in this city. We do not dye, but by a chemical process restore Ladies', Gentlemen's, an Children's Carments to their original states, without injuring them in the least, while great experience and the best machinery from France enable us to warrant perfect satisfaction to all who may favor us with their patronage. LADIES' DRESSES, of eyery description with or without Trimmings, are cleaned and finished without being taken apart, whether the color be genuine or not. or not.

Opera Cloaks and Mantillas, Curtains, Table Covers.
Carpets, Velvet, Bibbons, Kid Gioves, etc., cleaned and rednished in the best manner. Gentlemen's Summer and Winter Clothing ceaned to perisection without injury to the stuff. Also Figgs and Banners. All kinds of stains removed without cesning the whole. All orders are executed under our immediate supervision, and satisfaction suaranteed in every instance. A call and examination of our process is respectfully solicited.

ALBEDYLL & MARX, No. 510 RACE Street.

M EDICAL BOARD FOR THE EXAMINA-TION OF CANDIDATES FOR ADMISSION INTO THE NAVY AS ASSISTANT SURGEONS. EUREAU OF MEDICINE AND SURGERY,)

NAVY DEPARTMENT,
December 29, 1866

A Board of Medical Officers is now in session at
the NAVAL ASYLUM Philadelphia for the examination of candidates for admission into the Mudical

Corps of the Navy.

Gentlemen desirous of appearing before the Board must make application to the Bonorable Secretary of the Navy, or to the undersigned, stating residence, place and date of birth. Applications to be accompanied by respectable testimonials of moral Candidates must not be less than twenty-one nor

Candidates must not be less than twenty-one nor more than twenty-six years of age.

No expense is allowed by the Government to candidates attending the sessions of the Board, as a successful examination is a legal pre-requisite for appointment in the Navy.

The many vacancies existing in the Medical Corps insure in mediate appointments to successful candidates.

P. J HORWITZ, Chief of Bureau, 1.8 th 10t

ROBERT SHOEMAKER & CO. WHOLESALE DRUGGISTS.

MANUFACTURERS, IMPORTERS, AND DEALERS IN

Paints, Varnishes, and Olls. No. 201 NORTH WOURTH STREET. 10 24 3m) CORNER OF MACE.

MONUMENTS, TOMBS. GRAVE-STONES, Etc. Jurf completed, a beautiful variety of ITALIAN MARBLE MONUMENTS.
TOMBS AND GRAVE-STONES
Will be sold chean for cash.
Work shut to any part of the United States.

HENRY S. TARR 2 wind Lo. 716 GRIMS Street, Philadelphia INSURANCE COMPANIES.

NORTH AMERICAN TRANSIT INSURANCE COMPANY. No. 33 South FOURTH Street

A ED HAI Politier hance against General Accidents il descriptions et exceedingly low rates.

Insurance effected for one year, he amy sum from \$100 to \$18,800, at a premium or only one-half per central accuming the irl smouth insured in case of death, and a compensation sach week equal to the whole premium paid heart time Ticketsfort. \$1.5, 7, or 10 days, or 1, 5, or 6 months, at 10 central is mearing in the sum of \$1000, or siving \$16 per weekn in abled to be had at the General Office, No. 135 S. FOURTH Street, Philadelphia, or at the various Railroad Ticket offices. He sure to purchase the Uckets of the North American Transi Insurance Company.

For circulates and further information apply at the General Office, or of any of the authorized Agents of the Conpany.

Lewis L. Houpt, President.

JAMES M. CONRAD, Treasurer.

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JOHN C. Bullitt, Solicitor.

Lirectfors.

L. L. Houpt, late of Pennsylvania Radroad Company

J. E. Kingsley, Combinental Botel.

Samuel C. Palmer, Cashier of Com. National Bank.

B. G. Leisenring, Nos. 227 and 239 Dock street.

James M. Courad, firm of Conrad & Walton, No. 62

fashet street.

Market street. Enoch Eewis, late Gen. Sup't Penna R. R. Andrew Meheney, S. W. corner of Third and Walnut G. C. Franciscus Gen. Agent Penna. R. R. Co. Themas K. Peterson, No. 2028 Market street. W. W. Kuriz, firm of Kuriz; & Howard, No. 25 S. Third street.

1829-CHARTER PERPETUAL.

Franklin Fire Insurance Co. PHILADELPHIA.

Assets on January 1, 1866. \$2,506,851'96.

Capital \$400,000 (a Acciues Surplus, 944,543 li Premiums, 1,192,308 g INCOME FOR 1864 UESETTLED CLAIMS, LOSSES PAID SINCE 1829 OVER \$5,000,000. Perpetual and Tem porary Policies on Liberal Terms.

Charles M Bancker,
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MOVAL

The Girard Fire and Marine Insurance Company

HAVE REMOVED TO THEIR

NEW OFFICE.

NORTHEAST CORNER

CHESNUT and SEVENTH Streets. PHILADELPHIA.

LIVERPOOL AND LONDON

GLOBE INSURANCE COMPANY. Capital and Assets, \$16,000.000.

Invested in United States, \$1,500,000. Total Premiums Received by the Company in 1865, \$4,947,175. Total Losses Paid in 1865, \$4,018,250

All Losses promptly adjusted without reference t ATWOOD SMITH, General Agent for Pennsylvania. OFFICE.

No. 6 Merchants' Exchange PHILADELPHIA. L ROVIDENT LIFE AND TRUST COMPANY

DROVIDENT LIFE AND TRUST COMPANY
OF PHILADELPHIA
No. III South FOURTH Street.
INCORPORALED 30 MONTH 220, 1860.
CAPITAL \$150 000, PAID IN.
Insurance on Lives, by Yearly Premiums; or by 5, 10, or 10 year Premiums, Non-forielture.
Endowments, payable at a uture age, or on prior decease, by Yearly Premiums, or 10 year Premiums—both cases Non forisiture.
Annuities gianted on favorable terms.
Term Fo bles. Children's Ludowments
This Company, while giving the insured the Security of a paid up Ca, Hai, will divice the entire profits of fact the business among its Pohcy holders.
Moneys received at Interest, and paid on demand.
Authorized by charter to execute Fruest, and to actis Executor or Administrator, Assignee or Guardian, an in other flucturity capacities under appointment of any Court of this Commonwealth, or of any person or or sone, or bodies politic or corporate.

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LIME INSURANCE EXCLUSIVELY.—THE HILE INSURANCE EXCLUSIVELY.-THE

I THE INSURANCE EXCLUSIVELY.—THE
PENNSYLVANIA FIRE INSURANCE COMPANY-incorporated 1825—Charter Perpetual—No. 310
WALMUT Street, opposite Independence Square.
This Company, laverably known to the community
for over forty years, continue to insure against loss or
can also by three on Public or Private Buildings, either
permanently or for a lindted time. Also on Furniture
Stocks or Goods, and Merchandise generally, on liberal
terms. Their Capital, together with a large Surplus Fund, invested in the most careful manner, which enables them to offer to the insured an undoubted security in the case of loss.

John Devereux, Thomas Smith, Henry Lewis, J. Gittingham Fell, Daniel Smith, Jr.,
Alexander Benson,
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HENIX INSURANCE COMPANT
PHILADELPHIA.
INCORPORATED 1864—CHARTER PERPETUAL.
No. 224 WALBUT Street, opposite the Exchange.
In addition to MARINE and INLAND INSURANCE, this company insures irom loss or damage by Fifte, or theral terms on buildings, merchandse, furniture, etc.. for imitted periods, and permanently on buildings, by deposit of premium.
The Company has been in active operation for more than SIX1Y YEARS, during which all losses have been promptly adjusted and paid.

John E. Hodge,

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FERTILIZERS. BAUGH'S RAW BONE

SUPER-PHOSPHATE OF LIME The great Fertilizer for all crops. Quies in its action and permanent in its effects. Established over twelve Dealers supplied by the cargo, direct from the whar ribe manufactory, on liberal terms.

Manufactured only by BAEGH & SONS,

Office No. 20 South DELAWARE Avenue, Philadelphia

PHILADELPHIA SUBGEONS
BANDAGE INSTITUTE, No. 14 M.
NINTH Street, above Market.—B. C.
EVLEETT, a lightly rears' practical experience,
guarantees the skind adjustment of his Premium
Pacent Graduating Pressure Truss, and a variety of
others Supporters, Elastic Stockings, Sheddar Braces,
Crutches Suspensories, etc. Ladley spertments concuted by a Lady.
5305

PAILROAD LINES.

PLE A D.I.N.G. R.A.I.L.R.O.A.D. FROM PHILADELPHIA TO THE INTERIOR OF PENNSTEVANIA. THE SCHULLELL, SURQUE-HANNA, CUMBERLAND AND WEOMING VALLEIS, THE NORTH, NORTHWEST, AND THE CANADAS. WINTER ARRANGEMENT OF PASSENGER TRAINS. Leaving the Company's Depot, at THIRTEENTH and CALLOWRILL Streets, Phindelphia, at the following

CALLOWRILL Streets, Printelphia, at the following hours:

MORNING ACCOMMODATION,
At 7:30 A. M., for Reading and intermediate Stations.
Returning, leaves Resading at 6:50 F. M., arriving
Philadelphia at 9:10 P. M.

MORNING EXPRESS,
At 5:15 A. M., for Reading, Lebanon, Harrisburg, Potisville, Phisgrove, Tamagas, Sunbury, Williamsport, Elmira, Rochester, Engars, Falls, Ruffile, Alentown, Wilkesbarre, Pittston, York, Carlisle, Chambaraburg, Hagerstown, etc. etc.

This train connects at READING with East Pennsylvania Hailroad trains for Allentown, etc., at FORT OFITTON with Catawissa Railroad trains for Williamsburg, Lock Haven, Elmira, etc.; at HARRISBURG with Borthorn Central, Comberland Valley, and Schnylkill and Susquehanna trains for Sorthumberland, Williamsport, York, Chamberburg, Pinegrove, etc.

Leaves Philadelphia as 230 P. M., for Reading Potts-ville. Harrisburg, etc., connecting with Reading and Columbia Railroad rains for Columbia, etc.

Columbia Railroad rains for Columbia, etc.

Leaves Reaching at 640 A. M., stoyping at all way stations, striving at Philadelphia at 3 40 A. M., arrives in Reading at 735 P. M.

Trains for Philadelphia leave Harrisburg at 810 A. M., and Pottaville at 845 A. M., arriving in Philadelphia at 10 P. M., Afternoon trains leave Harrisburg at 210 P. M., Pottsville at 245 P. M., arriving in Philadelphia at 6 45 P. M.

HARRISBURG ACCOMMODATION

6 45 P.M.

HABRISBURG ACCOMMODATION

Leaves Reading at 7 50 A. M., and Harrisburg at 4 10 P.

M. Connecting at Reading with Afternoon Accommodation south at 6 30 P. M., arriving in Philadelphia at 9 10 P. M. P. M.
Market train, with passenger car attached, leaves Philadelphia at 12:46 noon for Reading and all way stations.
Leaves Reading at 11:30 A. M., and Downingtown at 12:35
P. M., for Philadelphia and all way stations.
All the above trains run daity, Sundays excepted.
Sunday trains leave Pottaville at 5:00 A. M., and Philadelphia at 3:15 P. M. Leave Philadelphia for Reading at 8:00 A. M., returning from Reading at 4:55 P. M.
CHESTER VALLEY RAILROAD.
Passengers for Downington and intermediate points

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

NEW YORK EXPRESS FOR PITTSBURG AND THE Loaves New York at 7 and 9 A. M. and 6:30 P. M., passing Reading at 1:50 and 11:53 A. M. and 6:30 P. M., passing Reading at 1:50 and 11:53 A. M. and 1:48 P. M., and connecting at Harrisburg with Pennsylvants and Northern Central Railroad express trains for Phitsburg, Chicago Williamsport, Elimira, Bahimore, etc.

Returning, express train leaves Harrisburg on arrival of the Pennsylvants express from Phitsburg, at 3 and 9:05 A. M. and 9:10 P. M., passing Reading at 4:49 and 10:52 A. M. and 9:10 P. M., and arriving it now York at 10 A. M. and 2:45 P. M. Sleeping cars accompany these trains through between Jersey City and Phitsburg, 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 Pottsville at 7 and 11:30 A. M., and 7:15 P. M., recurning from Tamaqua at 7:35 A. M. and 1:40 and 4:15 P. M. SCHUYLKILL AND SUSQUEHA NNA RAILROAD.

Trains leave Auburn at 7:50 A. M. for Pinegrove and Harrisburg, and 1:50 P. M., for Pinegrove and Tremont, returning from Harrisburg at 2:20 P. M., and from Tremont at 7:56 A. M. and 5:25 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 ERADFOED, Treasurer, No. 227 S. FOURTH Street, Philadelphia, or of G. A. M.COLLE, 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

EXASON TICKETS.

For three, six, pine, or twelve months, for holders only.

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

SEASON TICKETS.

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

CLERGYMEN

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

EXCURSION TICKETS

From Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fare, to be had only at the Ticket office, at Thirteenth and Callowhill Sucets.

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 Sc A. M., 12 45 noon, and 6 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and all points forward.

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

PREIGHT 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 connecting Railroads. INCREASED DESPATCH.

THE CAMDEN AND AMBOY RAILROAD AND
TRANSPORTATION COMPANY PREIGHT 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 Frechoid 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 Manunkachnuk with all points on the Delaware, Lackawanna,
and Western Bailroad, forwarding to Syracuse, Buffale
and other points in Western New York.

The New Jersey Railroad connects at Elizabeth with the
New Jersey Central Railread, and at Newark with the
Morris; and Essex Railroad.

A slip memorandom, spechying the marks and numbers,
ahippers 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
carloads or more, it will be delivered at the foot of Fortieth
street, 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, apply to

River, as the shippers may designate at the time of shipment. For terms, or other intermation, apply to WALITER FREEMAN, Freight Agent, No. 226 S. DELAWARE Avenue, Philadelphia.

ORTH PENNSYLVANIA RAILROAD.—
Depot, N. W. corner BERKS and AMERICAN Sts.,
For BETHLEHEM, DOYLESTOWN, MAUCH CHUNK,
EASTON, WILLIAMSPORT, and WILKESBARRE.
At 7-45. A. M. (Express), for Bethlehem, Allenfown,
Mauch Chunk, Hazleton, Williamsport, and Wilkesbarre.
At 3-45 P. M. (Express) for Bethlehem, Easton etc.,
resching Easton at 6-40 P. M.
At 5-20 P. M., for Bethlehem, Allenfown, Mauch Chunk
For Doylestown at 9 A. M., 2-35 and 4-20 P. M.
For Lansdais at 6-20 P. M.
For Lansdais at 6-20 P. M.
Fith and Sixth streets, Second and Third streets, and
Union lines of Passenger Cars run to the new depot.

TRAINS ARRIVE IN PHILADELPHIA.
From Bethlehem at 9-15 A. M. and 2-50 and 8-40 P. M.
From Long estown at 8-35 A. M., 5-15 and 7-05 P. M.
From Fort Washington at 10-50 A. M., and 3-55 P. M.
Chiladelphia for Bethlehem at 9-30 A. M.
Fhiladelphia for Bethlehem at 9-30 A. M.
Fhiladelphia for Doylestown at 7-25 P. M.
Bethlehem for Philadelphia at 7-20 A. M.
Bethlehem for Philadelphia at 7-20 A. M.
Bethlehem for Philadelphia at 4 P. M.
Through Tickets must be procured at the ficket office.
5-21

1866, PHILADELPHIA AND ERIE RAIL-ern and Northwest Counties of Pennsylvania to the City of Eric on Laic Eric. It has been leased and is operated of Eric on Labe Eric. It has been leased and is operated by the Fernay Ivania Baliroad Congains.

Time OF PASSENGER TRAINS AT PHILADELPHIA Arrive Ensuward—Eric Mail Train, 7A. M.; Eric Express Train, 120 P. M.; Elmira Mail, 5 et P. M.; Eric Express Train, 12 M.; Elmira Mail, 8 00 A. M.

Passenger cara run through on the Eric Mail and Express trains without change both ways between Philadelphia and Eric.

NEW YORK CONNECTION.

Leave New York at 5 00 P. M., arrive at Eric 10 CO A. M.

Leave Eric at 5 20 P. M., arrive at New York 4-50 P. M.

Leave Eric at 5 20 P. M., arrive at New York 19 10. A M.

Elegant Sleeping Cars on all the night trains.

For information respecting passenger business, apply at

Elegant Skeping Cars on all the night trains.

For information respecting passenger business, apply at corner THIRTETH and MARKET Streets, Phi.a. And for freight business, of the Company's Agents, S. B. Kingsten, Jr., corner Thirteenth and Market streets, Philadelphia; J. W. Reynolds, Esiet William Brown. Agent N. C. R. B., Ballimore.

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

A. L. TYLER, General Sup., William port.

W EST JERSEY RAILROAD LINES, FROM

EST JERSEY RAILROAD LINES, FROM foot of MARRET Street (Upper Ferry).

LEAVE PHILADELICHILA AS FOIL OWS:—
For Bridgeton, Salem, MPIville, and all intermediate stations, at 5 A. M. Mail. 3 30 P. M., Pastenger.
For Woodbury, 8 A. M., 350 And 6 P. M.

For app May, at 3 30 P. M.

RETURNING TRAINS LEAVE.

Woodbury at 7 15 and 8 40 A. M., and 4 45 P. M.

Bridgeton at 7 00 A. M., and 3 00 P. M. Freight, 6 30 P. M.

Millelle at 6 35 A. M., and 3 08 P. M. Freight, 6 40 P. M.

Millelle at 6 35 A. M., and 3 08 P. M. Freight, 6 40 P. M.

Freight will be received at First Covered Wharf above Wainut street, Trans 5-60 A. M. mail of P. M.

That received before 7 10 A. M. will go through the salesday, Freight Leivery, No. 2 8 8 10 ELAW 3 27 Avenue.

20 WILLIAM J. SEWELLE, Experimented.

RAILROAD LINES.

DHILADELPHIA, WILMINGTON AND BALS
TIMORE RAHLHOAD.

Commencing MONDAY, December 24, 1886. Trains will
leave Depot, cause of BEGAD Birest and Washington
Avenue, as follows:

Express Train at 4-15 A. M. (Mondays excepted), for
Baltimore and Washington, atopping at Chester, Winnington, Newark, Elkton, Kortheast, Perryville, Havre-deGrace, Aberdeen, Perryman's, Edgewood, Magnelis,
Chase's and Stemmer's Bun.

Way Mail Train at 8-15 A. M. (Sundays excepted), for
Baltimore, atopping at all regular stations. Comments
with Delaware Railload at Wilmington for Crisneld and
intermediate stations.

Express Train at 31-45 A. M. (Sundays excepted), for
Baltimore and Washington, stopping at Chester, Claymont,
Wilmington, Newark, Elkton, Northeast, Perryville,
Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolis, Chase's and Stemmer's Run.

Sight Express at 11-P, M. (daily), for Baltimore and Wash
is gton. Occnectiat Wilmington with Delaware Railread
line (Baturdays excepted), stopping at Middletown, Smyrna,
Dover, Harrington, Scatord, Sallsbarr, Princess Anne, and
connecting at Crisneid with Boat for Norfolk, Portsmouth,
and the South.

Passengers by Boat from Baltimore for Fortress Monroc and Korfolk will take the 11-6 A. M. train.

WILMINGTON ACCOMMODATION TRAINS,
Stopping at all Stations between Philadelephia and Wil-THILADELPHIA, WILMINGTON AND BAL-

WILMINGTON ACCOMMODATION TRAINS, Btopping at all Stations between Philadelphia and Wilmington,
Leave Philadelphia at 12°50, 4°00, 6, and 11°30 (daily) P.
M. The 4°00 P. M. train connects with Delaware Railroad for Mifford and intermediate stations. The 6 P. M. train runs to New Castle.

Leave Wilmington at 7°15 and 8°20 A. M., 3 and 6°30 (daily) P. M.

FROM BALTIMORE TO PHILADELPHIA.

Leave Baltim re 7:23 A. M., Way-mail, 9:35 A. M.,

Express. 1:10 P. M., Express. 6:35 P. M., Express. 8:25

P. M., Express.

From Baltimore to Havre-de Grace and intermediate stations at 4:40 P. M., TRAINS FOR BALTIMORE.

Leave Chester at 449 and 35 A. M., and 373 P. M.

Leave Wilmington at 10 00 and 2 40 A. M., and 418 P. M.

Leave Wilmington at 10 00 and 2 40 A. M., and 4 18 P. M.

SUNDAY TRAIN

Leaves Baltimore at 8 25 P. M., scopping at Havre-deGrace, Perryville, and Wilmington. Also stops at Elkton
and Newark to take passengers for Philadelphila and leave
passengers from Baltimore or Washington.

Through Tickets ats all points West, South, and Southwest, may be procured at Ticket Office, No. 828 Chesnut
street, u nder Continental Hotel. Persons purchasing
tickets at this effice can have their baggage checked at their
residence by Graham's Baggage Express.

4 16

H. F. KENNEY, Superintendent.

PENNSYLVANIA CENTRAL RAILROAD,—
WINTEB ARRANGEMENT.
The Trains of the Pennsylvania Contral Railroad leave
the Depot at Thirty-first and Market streets, which is
reached directly by the cars of the Market Street Passenger
Railway. Those of the Chesnut and Walnut Street Railway run within one square of it.
On Sundays—The Market Street cars leave Eleventh and
Market Sts. 35 minutes before the departure of each Train.
Mann's Bayenge Express will call for and deliver Bagsage at the Depot. Orders left at the Office. No. 331 Chesnut street, will receive attention.

Mail Train.

At 8 '00 A. M.

Mail Train

TRAINS LEAVE DIEFOT, VIE.:—

Mail Train

TRAINS LEAVE DIEFOT, VIE.:—

Mail Train

TRAINS LEAVE DIEFOT, VIE.:—

Mail Train

HOR NEW YORK.—THE CAMDEN AND Amboy and Philadelphia and Tronton Railroad Company'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-At 8 A. M., via Camden and Jersey City Express... 3 03
At 2 P. M., via Camden and Amboy Express... 3 03
At 6 P. M., via Camden and Amboy Accommodation
and Emirrant 1st class

At 6 P. M., via Camden and Amboy Accommodation and Emigrant 1st class
At 6 P. M., via Camden and Amboy Accommodation and Emigrant 2d class.

At 10 A. M., via Camden and Amboy Accommodation and Emigrant, 2d class.

At 10 A. M., 2 and 5 P. M., for Mount Holly, Ewansville, Pemberton, Birmingham, and Vincentown, and at 6 A. M. and 6 P. M. for Mount Holly only.

At 6 A. M. and 9 P. M. for Freehold.

At 6 and 10 A. M., 12 M., 4, 5, 6, and 11:30 P. M. for Fish. House, Palmyrs, Riverton, Progress, Delanco, Beverly, Edgewater, Burlington, Florence, Bordenhown, etc. The 10 A. M. and 4 P. M. lines run direct through to Trenton. LINES FROM KENSINGTON DEPOT WILL LEAVE At 11 A. M., 4:30, 6:45 P. M., and 12 P. M. (Night), via Kensington and Jersey City Express Lines, fare \$3:06.

The 6:40 P. M. Line will run daily. All others Sundays excepted.

The 6 40 P. M. Line will run daily. All others schools excepted.
At 739 and 11 A. M., 3, 3:30, 4:30, 5, and 6:45 P. M. and 12 M. idensity, for Bristol, Trenton, etc.; and at 10:15 A. M., for Bristol,
At 7:36 and 19:15 A. M., 3, 4:30, 5, and 12 P. M., for Schenck's At 10:15 A. M., 5, 5, and 12 F. M. for Eddington,
At 7:36 and 10:15 A. M., 3, 4, 5, 6, and 12 P. M. for Cornwell's, Totresdale, Holmesburg, Tacony, Bridesburg, and Frankford, and at S. F. M., for Holmesburg and intermediate stations. Frankford, and at 8 P. M., for Holmesburg and intermediate stations.

At 10 15 A. M., 3.4, 5, 6, 8 and 12P. M. for Wissthoming.

BELVIDERE DELAWARE; RAILROAD.

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

At 7:30 A. M. for Niegara Palls, Buffalo. Dunkirk Canandagus, Elmira, Ithaca. Owege, Rochester, Binchamton, Oswege, Syracuse, Great Bend. Montrose, Wilkesbarre, Scranton, Stroudsburg, Water Gap, etc.

At 7:30 A. M. and 8:30 P. M. for belvidere, Easton, Lambertville, Flemington, etc. The S:50 P. M. Line counsets direct with the train leaving Easton for Mauch Chunk, Allentown, Bethiehem. etc.

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

December 20, 18:66. WILLIAM H. GATZMER, Agent.

PHILADELPHIA, GERMANTOWN, AND NORRISTOWN SAILSOAD. On and after THURSDAY, November 1, 1896, until further notice. FOR GERMANTOWN. FOR GERMANTOWN.

Leave Philadelphia 6, 7, 8, 9, 10, 11, 12 A. M., 1, 2, 3 M., 33, 4, 5, 5 M., 6 10, 7, 8, 9, 10, 11, 12 P. M.

Leave Germantown 6, 7, 7 M. 8, 8, 20, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 2 M., 6, 6 M. 7, 8, 9, 10, 11 P. M.

The 8 2 down train and 3 M. and 3 M. tp. trains will notate on the Germantown Branch.

ON SUNDAYS.

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

Leave Germantown 8 M A. M., 1, 0, and 0 M P. M.

CHENNUT HILL BAILBOAD

Leave Philadelphia 6, 8, 10, 12 A. M., 2, 3M, 5M, 7, 9, and 11 P. M. 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, 8:40, and 10:40 minutes P. M.

ON SUN PAYS.

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

Leave Chesnut Hill 750 minutes A. M., 12 nd 7 P. M.

9 25 minutes P. M.

FOR CONSHOHOCKEN AND NORRISTOWN

Leave Philadelphia 6 8 25 11 05, minutes A. M., 12, 2, 44, 53, 63, 805 minutes and 13; F. M.

Leave Norristown 5 40, 7, 7 50 minutes, 9, 11 A. M., 134, 43, 63, 63, 63 and 8 P. M. 136, 64, and 8 P. M.
The Ny. P. M. train will stop at Falls, School Lane, Wisselster on, Mansyung, Spring wills, and Combonocken only

ON SUNDAYS. Leave Philadelphia S A. M., 254 and 854 P. M. Leave Normatown 7 A. M., 5 and 854 P. M. FOR MANAYUNE.

Leave Philadelphia 6, 805, 11:05 minutes A. M., 1
0, 4½, 3½, 6½, 840, and 11½ P. M.

Leave Manayunk 6:10, 7½, 8:20, 9½, 11½ A. M., 2, 5, 6½, 8½ P. M.

ON SUNDAYS.

Leave Philadelphia 9 A. M., 512 and 6 % P. M.

Leave Manarunk 7 % A. M. 5 % and 5 P. M.

W. S. WILSON, General Superintendent,

Decot NINTH and GREEN Streets HARD RUBBER ARTIFICIAL

HARD RUBBER ARTIFICIAL
LEMBS, Arms, Legs, Appliances for
Deformity, ele etc. These Limbs are
transferred from life in form and fit;
are the lightest, most durable comfortable, perfect, and arilians substitutes
yet invented. They are approved and
adopted by the United States Government and our principal surveous. Fatented August 18,
1868; May 23, 1865; May 1, 1866. Andress
1868; May 23, 1866; May 1, 1866. Andress
No 639 ARCH Street, Philadelphia,
Pamphlet free. PRIVY WELLS-OWNERS OF PROPERTYThe only place to get Privy Wells cleaned and den
nfected at very low prices.

Manufacturer of Pendrette CCLDSMITUS LALL, L BRANY Street