THE DAILY STRAINS THE PRINCIPLE PRINCIPLE, MONDAY, JANUARY, P. 1867.

#### YOUNG GRIMES.

BY B. P. SHILLABER.

Old Grimes is dead-that good old man, Old Grimes is dead—that good old We ne'er shall see him more; But he has seit a son who bears The name that old Grimes bore.

He wears a coat of latest cut. His hat is new and gay: He cannot bear to view distress, So from it turns away.

His pants are gaiters-fitting snug: O'er patent leatner shoes; His heir is by a barber curied.

He smokes eigars and chews. A chain of massive gold is borne Above his flashy vest; His clothes are better every day

Than were old Grimes's best. In Pashion's court he constant walks, Where he delight doth shed: His hands are white and very soft,

But softer is his head. He's six feet tall-no post more straight-His teeth are pearly white; In habits he is sometimes loose,

And sometimes very tight. His manuers are of sweetest grace, His voice of softest tone; His diamond pin's the very one That Old Grimes used to own.

His monstache adorns his face. His neck a scarf of blue; He sometimes goes to church for change, And sleeps in Grimes' pew.

He sports the fastest "cab" in town, Is always quick to bet; He never knows who's President, But thinks "Old Abe's" in yet.

He has drank wines of every kind, And liquor cold and hot; yang Grimes, in short, is just that sort man Old Grimes was not.

#### A Sketch of the Prussian Chamber of Deputies.

A correspondent at Berlin sends to the Paris journal La France an interesting description of the hall in which the deputies of the Prussian Parliament meet, and of the most prominent leaders. The writer says:-

"The chamber is situated in the Donhofplatz, in the centre of the city; the building is a very ordinary one, didering but little from the surrounding nouses. After having traversed a court, the visitor arrives at the hall of sitting through low and dark corridors, much resembling the passages in the Conciergerie of Paris. Two stories must be ascended reach the public tribunes. The hall, long in form, is covered with dark red paper, and lighted by two large openings, in the roof. As it is cold in winter and hot in summer, the deputies find it very inconvenient. The speakers address the house either from their places, or from a small tribune placed below the president's seat. The whole progressist party is seated to the left of that functionary, who has in front of him the centre, placed between him and the ministers, the conservatives sitting on his right. M. de Forkenbeck, the advocate, is the president, and named by the chamber; he is a young man, with a fair complexion and a very mild aspect, but making his observations at times with quite considerable vivacity; the chamber, however, receives them with defer-ence. He is the mediator of the assembly. "In the centre, M. Vincke, an old man, with

white bair and prominent features, s the most influential member of his party; he is a brilliant speaker, and often supports the policy of the Government. Near him is the celebrated M. Simpson, who presided over the assembly of Frankfort, and brought the imperial crown to King Frederick William; he is held in great repute as a lawyer,
"On the right, good speakers are few in num-

ber. The member of this party who rises most frequently is M. Wagner, the founder of the Kreutz Zeitung. He was formerly liberal, but a great change has come over his opinions; hav-ing become a high functionary, he defends with ardor the policy of Count Bismark. His solemn language and very unprepossessing countenance do not effect much towards conciliating the good-will of the progressist public, whose favorite, on the contrary, is M. Twesfen. This latter personage, a judge in the Berlin tribunal, is a little man with fair hair and beard; he exsees himself with a firm voice and energetic fucidity; he goes straight to his adversary, and presses him with arguments replete with logic,

which excite tempests on the side of the right.
"Near him is M. Waldeck, member of the
Supreme Tribunal (Court of Cassation), who speaks frequently, and defends constitutional rights with all the authority of his position. His marked features and white hair attract attention, and his prolixity is pardoned in virtue of his age and gravity. In front of him is seated M. Virchow, professor of anatomy at Berlin, with a forehead yellow like ivory, and a dark beard beginning to be silvered by age. You know well his talent and his influence over his own party, and you cannot have forgotten the provocation addressed to him by Count de Bisnark, who lelt offended by the attacks made on

his policy by the eminent professor.

"In the ranks of the left there are also to be found M. Schulz-Delitsch, a man perhaps the best known, and certainly the most popular, in all Prussia; he has devoted his whole life to the laboring classes, whose associations have found him their most eloquent and zealous cham-pion. He is still full of vivacity, and is constantly moving about from one part of the chamber to another to confer with his political friends. Lastly, we have Doctor Jacoby, whose bald head and aquiline nose impart an original character to his physiognomy; you are acquainted with his republican opinions, of which he makes no mystery. He is especially the man of strong convictions, never swerving from his path, but marching on straight to his object without caring whether he is followed or not by the multitude. Forcible in his delivery, he speaks the truth without disguise, in the keenest and most incisive language. No ribbons or uniterms are to be seen in the chamber, simolicity prevailing everywhere."

Serious Advice to "Green" Skaters. Now that the skating mania has broken out with violence, an exchange takes occasion to print the following directions for beginners:-

1. Never try to skate in two directions at once. This feat has often been attempted by beginners, but never successfully. It always ends in sorrow. 2. Eat a few apples for refreshment sake while skating, and be sure to throw the cores on the ice, for fast skaters to break their shins

over. Fast skaters are your natural enemies, and should not be allowed to eujoy themselves 3. Sit down occasionally, no matter where— right in the way of the rest of the party, if you want to. There is no law to prevent a beginner from sitting down whenever he has an

nation to do so. 4. When you meet a particularly handsome lady, try to skate on both sides of her at once. This is very pretty, and sure to create a sensa-tion. If the lady's big brother is in sight, it is

5. Skate over all the small boys at once. Knock 'em down. It makes great fun, and-

6. If you skate into a hole in the ice, take it colly. Think how you would feel if the water was botting hot.

7. It your skates are too slippery, buy a new pair. Keep buying new pairs till you find a pair that are not slippery. This will be fun for lialdwin, who keeps the fancy bazaar. (N. B.— We dont't expect a pair of skates for this notice, but if they are sent, we feel tolerably sure they will not be thrown out of the window.) 8. In satting down, do it gradually. Don't be op sudden; you may break the ice. 9. When you fall headlong, examine the straps of your skates very carefully before you get up. his will make everybody think you fell because

your skate was loose. Beginners always do, you know. 10. Wear a heavy overcoat or cloak till you get thoroughly warmed up, and then throw it off and let the wind cool you. This will insure you a fine cold that will last you as long as you time.

live.

11. After you get so you can akate tolerably well, skate yourself sick immediately. Don't be reasonable about it; akate three or four bours—skate frantically—skate till you can't atand up. Do this every day, and it will be sure to make you sick at last; and then you may die, and that will be an excellent thing; it will be such a good example to the rest of the will be such a good example to the rest of the young people.

#### Railroad Accident.

TAUNTON, Mass., January 5 .- A passenger train from Boston came into collision with a freight train at Wier Station to-day, seriously injuring Conductor Jones, of the former, and Baggage-master Arnold, who it is feared will not live. No other persons were injured.

From Quebec. QUEBEC, January 5 .- The Hon. Louis Fiseth died yesterday.

#### COAL.

# R. W. PATRICK & CO.,

NO. 304 N. BROAD ST., DEALERS IN

LEHIGH AND SCHUYLKILL COAL, HAZLETON, MAHANOY, EAGLE VEIN, AND RE-BROKEN STOVE,

Always on hand, under cover, and free from DIRT and

BLATE. COAL! COAL! COAL! The best LEHIGH and SCHUYLKILL COAL, pre-pared expressly for simily use, constantly on hand in my Yard. No. 1517 CALLOWHILL street, under cover, delivered on short notice well screened, and packed free of state, at the lowest cash prices. A trial will secure JOHN A. WILSON,

#### MEDICAL.

PHILADELPHIA, August 27, 1866.

DR. J. S. ROSE'S ALTERATIVE. R. J. S. ROSE'S ALTERATIVE.

Hyou have corrupt, disordered, or vitiated blood, you are sick all over. It may appear as pimples, sores, or as some active disease, or it may only make you feel languid or depressed; but you cannot have good health if your blood is impure. Dr. Rose's Alterative removes all these impurities, and is the remedy that will restore you to health.

It is unequalled for the cure of all diseases of the glands, scrouls, tubercular consumption, and all crup flons of the skin. Price \$1. Sole agents.

No 232 North SECOND Street.

DEC. DECOMPTES INCOMENTS

DR. DYOTT'S ITCH OINTMENT will cure every form of itch, and is superior to any other remedy for the cure of that disagreeable and tormenting complaint. Price 25 cents. Sent per mail, 40 cents. DYOFT & CO.,

No. 232 North SECOND Street.

DR. J. S. ROSE'S EXPECTORANT. For the cure of consumption, coughs colds, asthma, catarri, influenza, spitting of blood, bronchitis, and all diseases of the lungs.

This syrup having stood the test of many years' experience as a r-medy for irrita ion or any inflammation of the lungs, thoat, or bronchis is acknowledged by all to be a remedy superior to any other known compound used for the reliet and cure of coughs and consumption. Frice \$1. Sole agents, No. 232 North SECOND Street.

## PROPOSALS

UNITED STATES MILITARY RAILROAD OFFICE,
WASHINGTON, D. C., December 20, 1866.
Sealed Proposals will be received at this office until 12 M., MONDAY, January 14, for the purchase from the United States, of five thousand (5000 Folded Lip Railroad Chairs, suitable for 45ib. "I' Rail.

These Chairs are now stored at the works of Corn-ing & Winslow, Froy, New York. Samples may be seen at this office, or at the United States Quartermaster's Office in New York city, l'hiadelphia, Pa., or Louisville, Ky. Terms—Cash, in Government funds. 12 29 18t Byt. Col. and A. Q. M., U. S. Army.

## INTERNAL REVENUE

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No. 103 South FIFTH Street,

ONE DOOR BELOW CHESNUT.

ESTABLISHED 1869.

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Orders by Mail or Express promptly attended to.

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Particular attention paid to small orders,

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The following rates of discount are allowed :-

ON ALL ORDERS OF \$25,

TWO PER CENT. DISCOUNT ON ALL ORDERS OF \$100,

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ON ALL ORDERS OF \$800,

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All orders should be sent to the

STAMP AGENCY. No. 304 CHESNUT Street PHILADELPHIA

## GOVERNMENT SALES.

SALE OF DAMAGED CLOTHING AND

CLOTHING DEPOT. PHILADELPHIA, December 31, 1866 Will be sold at public accition, on account of the United States, at the Sobuyikill Arsens', Gray's Ferry Road, Philadeiphia, Pa., on FRIDAY, January 11, 1867, at 10 o'clock A. M., and will be continued from day to day until all are sold, the following named articles of Damaged Clothing and Fourtage, viz

Road,

y 11, 1867, a.

In d from day to

wing named articles or

void Hankets,
Rubber and Painted
Blankets,
fantry Coats,
Canteens,
Hospital Tents,
Wall Tents,
Sibley and Cemmon Tents
Haversacks,
Knapancks,
Tockings,

The property must be removed within ten (10) days from day of sale. Catalogues will be furnished upon application at this Office, or at the Office of

ARMY CLOTHING AND EQUIPAGE,

No. 1189 GIRARD Street.

7erms—Cash in Government funds.

By order of Brevet Brig.-Gen. GEO. H. CROSMAN, Assistant Quartermaster-General, U. S. Army,
HENRY W. JANES,
Captain and A. Q.M., Brevet Major, U. S. A.,
12.31 l0tj Executive and Inspecting Officer.

CALE OF OLD AND UNSERVICEABLE CANNON, SMALL ARMS, AND MISCEL LANEOUS ORDNANCE STORES.

BUREAU OR ORDNANCE. NAVY DEPARTMENT,

WASHINGTON CITY, Decomice 18, 1866

On the tentt (10tb) day of January, 1867, THURSDAY, at noon, there will be sold at public suction,
in the NORFOLK NAVY YARD, to the highest
bidder, a lot of old and unserviceable cannon,
small arms, and miscellaneous articles of naval
ordnance.

ordnance.
The cannon, shot, and shell will be sold by the The cannon, shot, and shell will be sold by the pound, and the small arms and other miscellaneous articles of ordnance in lots to suit purchasers.

Terms—One-ball cash in Government funds, to be deposited on the conclusion of the sale, and the remainder within ten days afterwards, during which time the articles must be removed from the Navy Yard, otherwise they will revert to the Government.

H. A. WISE,

12 15stuth 11 10

Chief of Bureau.

## SADDLES AND HARNESS.

BUFFALO ROBES,

LAP RUGS.

HORSE COVERS. A large assortment, WHOLESALE OR RETAIL, low trices, together with our usual assortment or

SADDLERY, ETC. WILLIAM S. HANSELL & SONS. No. 114 MARKET Street.

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PENN STEAM ENGINE AND FRACTICAL AND THEORETICAL ENGINEERS, MACHINISTS, BOILER MARKERS, BLACKSMITHS, and FOUNDERS, having for many years been in successful operation, and been exclusively engaged in building and repairing Marine and River Engines, high and low pressure, from Boilers, Water Tanks, Propeliers, etc etc., respectfully offer their services to the public as being fully prepared to contract for engines of all sizes, Merine, River, and Stationary; having sens of patterns of different sizes, are prepared to execute orders with quick despatch. Every description of patternmaking made at the shortest notice. High and Low-pressure Fine, Tubular, and Cylinder Boilers, of the best Pennsylvania charcoal from. Forgings of all sizes and kinds; from and Brass Castings of all descriptions; Roh Turning, Screw Culting, and all other work connected with the above business. Drawings and apecifications for all work done at the establishme c irce of charge, and works guaran-

'ced.
The subscribers have ample wharf-dock room for repairs of boats, where they can lie in perfect safety, and are provided with shears, blocks, talls, etc. etc., for raising heavy or light weights.

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Castings of all kinds, either from or brass.
Iron Fraire Boots for Gas Works, Workshops, and
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Retorts and Gas Machinery, of the latest and most imporved construction.

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BRIDESBURG MACHINE WORKS NO. 65 N. FRONT STREET,

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men, etc., at moderate rates.

\*teerage passage from Liverpool or Queenstown, \$37.

currency Tickets can be bought here by persons sending for their niends.

For further information apply at the Company's offices.

JOHN G. DALE, Agent.

8 7 No. III WALNUT Street, Philada.

FOR NEW YORK .- PHILADEL spatch Swiftsure Lines, via Delaware and Raritan Canallesving dany at 12 M. and 5 P. M., connecting with all Sorthern and Eastern lines,

For freight, which will be taken upon accommodating terms, apply to

WILLIAM M. BAIRD & CO.,

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Ko 1528, DELAWARE avenue

TO SHIP CAPTAINS AND OWNERS.

The undersigned having leased the KENSINGTON SCREW DOCK, begs to inform his friends
and the patrons of the Dock that he is prepared with
increased ancilities to accommedate those having vessels
to be raised or repaired, and being a practical ship-carpenter and canker, will give personal attention to the
vessels entrusted to him for repaire.

Captains or Agents, Ship-Carpenters, and Machinists
having vessels to repair, ale solicited to call.

Having the agency for the sale of "Wetterstedt's
Fatent Metaile Composition" for Copper paint, for the
preservation of vessels bottoms, for this ci.y, I am prepared to jurnish the same on favorable terms.

JOHN H HAMMITT,

Kensington Screw Dock,

115 DELAWARE Avenue above Laurel street.

UNITED STATES REVENUE STAMPS,—
Principal Depot, No. 204 CHESNUT Street.
Central Depot, No. 198 S. FIFTH Street, one door below
Cheanut. Established 1892
Revenue Stamps of every description constantly on
hand in any amount. hand in any amount.
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FIOM PHILADELPHIA TO THE INTERIOR OF
FENNSYLVANIA, THE SCHLYLRILL, BUSQUEHANNA, CUMBERLAND AND WYOMING VALLEYS, THE NORTH, NORTHWEST, AND THE
CANADAS.

WINTER ARRANGEMENT OF PASSENGER TRAINS.

October 8, 1868.

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 6:30 P. M., arriving Philadelphia at 9:10 P. M.

At 8:15 A. M., for Reading, Lebanon, Harrisburg, Pottaville, Pinegrove, Tamaqua, Sunbury, Williamsport, Climira, Ecchester, Niagera Falls, Buffalo, Alentown, Wilkeaberre, Fittston, York, Carlisle, Chambersburg, Hasyers event, etc., etc.

This train connects at READING with East Pennsylvania Kailire ad trains 6: r Allentown, etc., at FORT OFINTON with Catavinsa Rationae trains for Williamsburg, Lock Bayen, Elmira, etc.; at HARRISBURG with Bortherr Central Cumberland Valley, and Schoyliki and Susque haura trains for Northumberland, Williamsport, York Chambersburg, Finegrove, etc.

AFTERNOON EXPRESS
Leaves Philadelphia at 550 P. M., for Reading Potts ville. Harrisburg, etc., connecting with Heading and Columbia Bailroad rains for Columbia, etc. READING ACCOMMODATION

Leaves Reacing at 6 % A. M., stopping at all way stations, strivitg at Philadelphia at 9 % A. M., stopping at all way stations, strivitg at Philadelphia at 9 % A. M., Returning, leaves Philadelphia at 4 % P. M.; strives in Reading at 7 % P. M.

Trails a for Philadelphia leave Harrisburg at 8 10 A. M. and Poutsville at 8 % A. M., arriving in Philadelphia at 100 P. M. Afternoon trains leave Harrisburg at 2 10 P. M., Pottaville at 2 % P. M., arriving in Philadelphia at 6 40 P. M.

HARBISBURG ACCOMMODATION

I 40 P.M. HARRISBURG ACCOMMODATION

Leaves Reading at 750 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 oar attached, leaves Philadelphia at 12\*46 noon for Reading and all way stations Leaves Reading at 11\*30 A. M., and Downingtown at 12 30 P. M., for Philadelphia and all way stations All the above trains rim daily, Sundays excepted. Sunday trains leave Pottaville at 8\*00 A. M., and Philadelphia at 8 10 P. M. Leave Philadelphia for Reading at 8 00 A. M., returning from keading at 4 25 P. M. CHESTER VALLEY RAILEGAD.

Passengers for Downlegton 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. Philadelphia, returning from Downingtown at 700 A. M. and 1700 noon.

NEW 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 148 P. M., and connecting at Harrisburg with Pennsylvania and Northers Central Ratiroad express trains for Pittsburg, Chicage Williamspert, Elmirs, Baltimore, etc.

Returning, express train leaves Harrisburg on arrival of the Pennsylvania express from Pittsburg, at 3 and 9 05 A. M. and 9 15 P. M., passing Reading at 4 49 and 10 55 A. M., and 11 30 P. M., and arriving in New York at 10 A. M. and 2 45 P. M. Sleeping 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 Pottsville at 7 and 11-39 A. M., and 7-15 P.
M. returning from Tamaqua at 7-35 A. M. and 1-40 and CHUYLKILL AND SUSQUEHA NNA RAILROAD. Trains leave Auburn at 750 A. M. for Finegrove and Harrisburg, and 150 P M. for Pinegrove and Tramont, returning from Harrisburg at 3-20 P. M., and from Tremont at 7-35 A. M. and 5-2 P. M.
TICKETS.

TRUKETS.

TRUKETS.

TRUKETS.

Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canada.

The following lickets are obtainable only at the office of S BRADFORD, Treasurer, No. 227 S. FOURTH Street, Philadelphia, or of G. A. NICOLLS, General Superintenddent, Heading:—

COMMUTATION TICKETS.

At 20 per cent. discount, between any points desired, for ismilles and firms.

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

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

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

Leave Philadelphia daily at 5-28 A. M., 12-45 noon, and 6 P. M., for Reading, Lebanon, Harrisburg, Potaville, Port Clinton, and all points forward.

MALLS

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

REIGHT LINES FOR NEW YORK AND connecting Railroads. INCREASED DESPATCH.

THE CAMDEN AND AMBOY RAHLROAD AND TRANSFORTATION COMPANY FREIGHT LINES for New York will leave WALNUT Street Wharf at 6 o'clock F. M. delly (Sundays excepted).

Freight must be delivered before 4½ o'clock, to be forwarded the same day. 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 peints on the Camdon and Amboy Railroad; also, on the Belvidere, Delaware, and Flemington, the New Jersey, the Freehold and Jamesburg, and the Burnington and Mount Holly Bailroads, 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 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 silp memoransum, 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 stoch 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 information, apply to WALTER FREEMAN, Freight Agent, No. 226 S. DELAWARE Avenue, Philadelphia.

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Depot, N. W. corner BERKS and AMERICAN Sts.
For BETHLEHEM, DOYLLESTOWN, MAUCH CHUNK,
EAS2 ON, WILLIAMSPORT, and WILKESBARRE.
At 745 A. M. (Express) for Bethlehem, Alientown,
Mauch Chunk, Harleton, Williamsport, and Wilkesbarre.
At 345 P. M. (Express) for Bethlehem, Easton, etc.,
reaching Easton at 645 P. M.
At 520 P. M., for Bethlehem, Allentown, Mauch Chunk
For Doylestown at 9 A. M., 255 and 420 P. M.
For Fort Washington at 10-15 A. M. and 11-30 P. M.
For Lansdale at 620 P. M.
Fifth 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 2-30 and 8-40 P. M.
From Lansdale at 7-50 A. M.
From Fort Washington at 10-15 A. M., and 3 55 P. M.
Philadelphia for Bethlehem at 9-30 A. M.
Philadelphia for Doylestown at 2-25 P. M.
Doylestown for Philadelphia at 4 P. M.
Through Tickets must be procured at the ticket office.
5 21

ELLIS CLARK, Agent.

1866.—PHILADELPHIA AND ERIE RAILern and Northwest Counties of Fennsylvania to the City
of Erie on Lake Erie. It has been leased and is operated
by the Ponnsylvania Railroad Company.
TIME OF PASSENGER TRAINS AT PHILADELPHIA.
Arrive Eastward—Erie Mail Train, 7 A. M.; Erie Express
Train, 1:20 F. M.; Elmira Mail, 5:40 P. M.;
Leave Westward—Erie Mail 9 P. M.; Erie Express
Train, 1:21 M.; Elmira Mail, 8:00 A. M.
Passenger cars run through on the Erie Mail and Express
trains without change both ways between Philadelphia
and Erie. NEW YORK CONNECTION.

Leave New York at 3 A. M., arrive at Erie 10 00 A. M.
Leave New York at 5 00 P. M., arrive at Erie 10 00 A. M.
Leave Erie at 5 30 P. M., arrive at New York 4 40 P. M.
Leave Erie at 5 30 P. M., arrive at New York 4 40 P. M.
Leave Erie at 9 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 THIBTIETH and MARKET Streets, Phila.
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W EST JERSEY RAILROAD LINES, FROM foot of MARKET Street (Uppur Forry).

LEAVE PHILADELPHIA AS FOLLOWS:—
For Bridgeton, Salem, Miliville, and all intermediate stations, at 8 A M. Mall., 8 30 F. M., Passenger.
For Woodbury, 8 A. M., 8 20 and 6 F. M.
For Cape May, at 8 30 F. M.

RETURNING TRAINS LEAVE
Woodbury at 7 16 and 8 40 A. M., and 4 54 F. M.
Bridgeton at 7 05 A. M. and 8 30 F. M. Freight, 6 50 F. M.
Miliville at 6 55 A. M. and 8 30 F. M. Freight, 5 45 F. M.
Miliville at 6 55 A. M. and 8 30 F. M. Freight, 5 10 F. M.
Cape May at 11 45 A. M., Passenger and Freight.
Freight will be received at First Covered Wharf above Walnut street, from 8 50 A. M. until 5 00 F. M.
Thatroceived before 7 00 A. M. will go through the same day.
Freight Delivery, Bo. 228 S. DELAWARE Avenue.

80 WILLIAM J. SEWELLE, Superintendent.

## RAILROAD LINES.

THILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD.
TIME TABLE.

Commencing MONDAY, December 24, 1886. Trains will
leave Depot, corner of BROAD Street and WASHINGTON
Avenue, as ioliows:—
Express Train at 4-15 A. M. (Mondays excepted), for
Battimore and Washington, stopping at Chester, Wilmains,
ion, Newark, Elkton, Kortheast, Petryville, Havre-deViace, Aberdeen, Perryman's, Edgewood, MagnoliaChase's and Stemmer's Run.
Way Mail Train at 5-15 A. M. (Sundays excepted), for
Raitimore, stopping at all regular stations. Connecting
with Deleware Railcoad at Wilmington for Cristeld and
intermediate stations.

with Delaware Railload at Wilmington for Crisfield and intermediate stations.

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

Express Train at 3 F. M. (Sundays excepted), for Bai timore and Washington, stouping at Chester, Claymoni, Wilmington, Newerk, Elkton, Northeast, Perryville Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnelia, Chase's and Stemmer's Run.

Night Express at 11 P. M (dai y), for Baitmore and Washington, Cornects at Wilmington with Delaware Railross inc (Sainrdays excepted), stouping at Middletown, Smyrna. Dover, Barrington, Sealord, Sallsbury, Princess Anne, and connecting at Crisfield with Boat for Norfolk, Fortsmouth, and the South. Passengers by Boat from Bal imore for Fortress Mon-roe at d Norfolk will take the 11-24 A. M. train. WILMINGTON ACCOMMODATION TRAINS, Stopping at all Stations between Philadelphia and WE

Leave Philadelphia at 19:30, 4:00, 6, and 11:30 (daily) P The \$ 00 F. M. train connects with Delaware Hairon for Milford and intermediate stations. The 6 P M. train tune to New Castle. Leave Wilmington at 715 and 8:30 A. M., 3 and 6:30 (daily) P. M.

(daily) P. M.

FROM BALTIMORE TO PHILADELPHIA.

Leave Baltimore 725 A. M., Way-mail, 9-25 A. M.

Express. 1-10 P. M., Express. 6 55 P. M., Express 8-20

P. M., Express.

From Baltimore to Havre-de Grace and intermediate itations at 4-10 P. M.

TRAINS FOR BALTIMORE.

Leave Chester at 4-42 and 3-38 A. M., and 3-38 P. M.

Leave Wilmington at 10 00 and 3-40 A. M., and 4-18 P. M.

BUNDAY TRAIN

Leave Wilmington at 10 Co and 9 40 A. M., and 4 18 P. M.
Leaves Baltimore at 8 25 P. M., scopping at Havre-de
Grace, Perryville, and Wilmington. Also stops at Elator
and Newark to take passengers for Philadelphia and leave
passengers from Washington of Baltimore, and Chester to
have passengers from Baltimore of Washington.

Through Tickets te all points West, Bouth, and Bouthwest, may be procured at Ticket Office No 828 Cheanut
street, under Continental Hotel Persons purchasing
lickets at this office can nave their baggage checked at their
residence by Graham's Baggage Express. residence by Graham's Baggage Express.
4 16 H. F. KENNEY, Superintendent.

DENNSYLVANIA CENTRAL RAILROAD .-

FOR NEW YORK.-THE CAMDEN AND Amboy and Philadelphia and Tronton Railroad Com-PROM PHILADELPHIA TO NEW YORK and Way Piaces, from Walnut Street Wharf, will leave as tollows, viz.:-At 6 A. M , via Camden and Amboy, Accommoda-At 8 A. M., via Camden and Jersey City Express... 3 06
At 2 P. M., via Camden and Amboy Express... 2 00
At 6 P. M., via Camden and Amboy Accommodation
and Emigrant 1st class... 208

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

At 6 F. 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 Muunt Holly only.

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

At 6 and 10 A. M., 1, 4, 5, 6, and 11:30 P. M. for Fish House, Paimyra, Riverton, Progress, Delanco, Beverly, Edgewater, Burlington, Florence, Bordentown, etc. The 10 A. M. and 4 P. M. lines run direct through to Trenton The 1 P. M. Market Lines will leave from foot of Market street, 1 pper Ferry.

LINES FROM KENSINGTON DEPOT WILL LEAVE At 11 A. M., 4:30, 6:45 P. M., and 12 P. M. (Night), riz Rensington and Jersey City Express Lines, fare \$2:00. The 6:45 P. M. Line will run daily. All others Sundays excepted. excepted. At 730 and 11 A. M , 3, 3:20, 4:30, 5, and 6:45 P. M. and 12 Midnight, for Bristol, Trenton, etc.; and at 10:15 A. M.

for Bristol.

At 7:30 and 10:15 A. M., 3, 4:30, 5, and 12 P. M., for Schenck's At 10:15 A. M., 3, 5, and 12 P. M. for Eddington.

At 7:30 and 10:15 A. M., 5, 4, 5, 6, and 12 P. M. for Cornwell's, Torrevelale, Holmesburg, Tacony, Bridesburg, and Frankford, and at 8 P. M. for Holmesburg and Inter-Frankford, and at S P. M. for Holmesburg and intermediate stations.

At 10 15 A. M., 3. 4. 5. 6. 8. and 12 P. M. for Wissinoming.

BELVIDERE DELAWARE? RAILKOAD.

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

At 7 30 A. M. for Niagara Falls, Buffalo. Dunkirk Canandalgua, Eindra, Ithaca, Owegs, Rochester, Burghanton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Scranton, Biroudsburg, Water Gap, etc.

At 7 30 A. M. and 3 30 F. M. for Belvidere, Easton, Lambertville, Flemington, etc. The 3 30 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlehem. etc.

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

January 7, 1867. WILLIAM H. GATZMER, Agent.

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

FOR GERMANTOWN FOR GERMANTOWN.

Leave Philadelphia 6, 7, 8, 9, 10, 11, 12 A. M., 1, 2, 3-4, 35, 4, 5, 55, 6:10, 7, 8, 9, 10, 11, 12 P. M.

Leave Germantown 6, 7, 75, 6, 8, 20, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 45, 6, 65, 7, 8, 9, 10, 11 P. M.

The 8 20 down train, and 33c and 55c up trains will not stop on the Germantown Branch.

ON SUNDAYS. Leave Philadelphia 9-34 A. M., 2, 7, and 10% P. M. Leave Germantown 8-54 A. M., 1, 6, and 9-34 P. M. CHESNUT HILL BAILBOAD.

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

Leave Chesnut Hill 7-19 minutes, 8, 9-40, 11-40 A. M.

1-40, 8-40, 5-40, 6-40, 8-40, and 10-40 minutes P. M. ON SUNDAYS.
Leave Philadelphia 9 % minutes A. M., 2 and 7 P. M.
Leave Chesnut Hill 7:50 minutes A. M., 17:40,5:40, and

p-25 minutes P. M.

FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia 6,8 35 11 25, minutes A. M., 136, 3, 436, 536, 636, 8 95 minutes, and 1136 P. M.
Leave Norristown 5 40, 7, 7 50 minutes, 9, 11 A. M., 136 536, 536, and 8 P. M.
The 636 P. M. train will stop at Falls, School Lane, Wisselickon, Manayunk, Spring Mills, and Conshohocken only

ON SUNDAYS. 5 minutes P. M.

Leave Philadelphia 6, 8 56, 11° 55 minutes A. M., 1
Leave Philadelphia 6, 8 36, 11° 55 minutes A. M., 1
Leave Manayunk 6 10, 7 72, 8 20, 9%, 11% A. M., 2, 5, 6%, 8 9. M.

Leave Manayunk 6 10, 7 72, 8 20, 9%, 11% A. M., 2, 5, 6%, 8 9. M. ON SUNDAYS.

Leave Philadelphia 9 A. M., 5½ and 6½ P. M.

Leave Manayunk 7½ A. M., 5½ and 9 P. M.

W. S. WILSON, General Superintendent,

Debot NINTH and GREEN Streets

RARITAN AND DELAWARE BAY RAIL PARITAN AND DELAWARE BAY RAIL
BOAD.—On and after Becember 13, 1869, trains will run daily, Sundays excepted. from Cooper's Point, Camden, opposite VINE Street Ferry, as follows:—

11-30 A. M. Way Freight for all stations; passenger car attached.

6-10 F. M.—Through Freight for New York; passenger car attached.

Freight received in Philade'phia at the Company's warebouse. No. 230. N. DELAWARE Avenue, until 5 o'clock P. M., reaching New York early next morning. Freight bost leaves Pier No. 33, North river, New York, 100t of DUANE Street, daily, Sundays excepted, at 5 F. M., reach ng Phila telohia early next morning. The 9 A. M. train from Philadelphia, and the 11 A. M. train from New York, are discontinued.

General Freight Apent. Red Bank N. J.

Superintendent, Red Bank, N. J. R. H. CHIPMAN Agent, No. 330 M. DELAWARE Avenue Philadelphia.

## RAILROAD LINES.

NEW AND SHORT ROUTE TO THE OIL

WARREN AND FRANKLIN RAILWAY.
Trains will the on this road as follows:

130 A. M., Through Train. Leaves Irvincton, at Junction of P. & R. R., stopping at principal stations, serives at Ojcopolis at 16 10, and at Oil City at H. A. M., connecting with trains for Franklin and other points.

paints.

1'10 P. M., Through Train. Leaves Irvineton, stopping at all principal stations, arrives at Oil City at 5'50

at all principal stations, arrives at Oil City at \$50 P. M., Pithole Accommodation. Leaves Olcopolis; avrives at Oil City at \$15 A. M.

640 A. M., Pithole Accommodation. Leaves Olcopolis; and arrives at Oil City at \$15 A. M.

640 A. M., Pithole Accommodation. Leaves Olcopolis, and arrives at Oil City at \$15 A. M.

640 A. M., Pithole Accommodation. Leaves Oil City, arrives at Olcopolis at 720 A. M., making close connection for Pithole.

923 A. M. Trough Train. Leaves Oil City, stopping at alprincipal waitions, arrives at irvincton at 12 40 P. M. insking close connection with trains on P. & E. R. R., bound hast and West.

1920 P. M., Through Train. Leaves Oil City, stops at all principal stations, and arrives at Irvincton at 4 10 P., making close connection for points West, and connecting with latter train Finston P. & S. R. R.

540 P. M., Pitrole Accommodation, Leaves Oil City atrives at Ohopolis at 625 P. M., making close conception for Pithole.

By this route, passengers leaving Philadelphia at noon, fast, and arrive at Oil City at 11 00 A. M., or 22 hours from the time of a arrive.

Passeppers leaving Erle at 10 25, reach Oil City at 4.30 he time of s. arting.

Passengers leaving Eric at 10 25, reach Oil City at 4-30 P. M., or can stop at Tidioute and return to Eric same day.

Passengers leaving Oil City at 930 A M., arrive at Philadelphia at 7-10 A. m. next day, or at Er.c at 4-50 P. M. same day.

Passengers leaving Oil City at 12-50 P. M., arrive at Eric at 6-05 P. M., same afternoon, or at Philadelphia afternoon of tree of swing day.

of tre tollowing day
All trains south leave Irvineton after arrival of trains on
Philade phis and Eric Railroad, connect at Oleopolis for
Pitsole, and at Oir City with trains for Franklin and other All trains North leave Oil Gity after arrival of train from Frankin, connecting at Oleopolis with trains for Pithole, and at Livineton with trains bound both East and West on P. & E. R. NATHANIEL P. HOBART.

Warren and Franklin Raticads.

The bold of the control of the contr

Agent.

NEW FREIGHT ROUTE TO THE SOUTH
AND S. UTHWEST, via the Philadelphia Wilmington. Saltimore and De aware Railroad Lines of
tribleid. Mary and, thence by the Great southern inland Steam Navigation Company's Steamers to Novlow. Virginia, connecting with the Great Virginia and
Terne see Air Line Wallway, to Memphi, Nashville,
Atlanta and all points South and Southwest.

This reuse offers advantages over all commeting transportation lines. Shippers by this line save both time
and money. The marine risk between Crisheld and
Norfolk is assumed by the 1 ompany, thus offering the
indu ements of an all rall bill of lading with guaranteed
thise from Philadelphia to all prominent Southern and
Southwes em points.

Feights of Norfolk, Richmond, Petersburg, and all
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ow rates as by another line.

Freights delivered at the Depot of P. W. and B. R. B.
BBO 1 and PRI we Streets, before 5 P. M., will reach
Norfolk twenty four hours in advance of any other
route. This unprecedented despaten gives the shipper
of Southern Preights from Philadelphia advantages not
before affered by any other line.

of Southern Preights from Philadelphia advantages not before offered by any other line. For inriher information apply to CHARLES E. DILEES, Agent Virginia and Tennessee Air-Live Hallway.

No. 411 UHES NUT Street.

General Eastern Agent Southern Inland Navigation and Delaware Railroad Companies.

No. 629 CHESNUT Street. HOR NEW YORK, VIA RARITAN AND DELA-WARE BAY RAILROADS.—From Ferry foot of VINE Street Philadelphia. 6 P. M.—Freight for New York, and points North or

VINE Street Philadelphia.

6 P. M.—Freight for New York, and points North or East.

11 A. M.—Way Freight.
Goods delivered at Jompany's Depot. No 329 M. WHARVES, Philadelphia, by 6 P. M., will be forwarded by this line, and arrive in New York at 5 o'clock next morning.
Freight recoved at Pier No. 32 North River, N. Y., by 420 P. M., will be ready for delivery in Philadelphia early the following morning.
FARE TO NEW YORK, TWO DOLLARS.
Ticket Office. Vine Street Ferry.
For justiler information apply to Company's Agents.
R. H., C. Hill MAN. Freight Office and Depot. No. 330
N. WHARVEN, Philadelphia.
J. B. LURT. Pier No. 32 North River, foot of DUANE Street. New York
Or at General Freight and Passenger Office, Philadelphia. No. 411 CHES NUI'S Street.

WILLIAM N. CLAYTON.
Superindendent, Red Bank, N. J.
Ceneral Freight Agent, Red Bank, N. J.
T. BRENT SWEARINGEN.

† General Agent, Philadelphia.

ROOFING.

OLD SHINGLE ROOFS, FLAT OR STEEP, COVERED WITH GUTTA PERCHA ROOFING-CLOTH, and coated with LIQUID GUTTA PERCHA PAINT, making them perfectly water proof.

LEASEY GRAVEL ROOFS repaired with Guita Forcha Faint, and warranted for five years.

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CLD SHINGLE ROOFS (FLAT OR STEEP) COVERED
WITH JOHA'S ENGLISH ROOFING CLOTH
And conted with LiQUID GUTTA PERCHA PAIST,
making them perfectly water proof. LEAKY GRAVEL
ROOFS repaired with Gutta Fercha Faint, and warranied
for five years LEAKY SLATE HOOFS coated with Highl
which becomes as hard as alate. TIS, COPPEE ZINC,
or IRON coated with Liquid Gutta Percha at small expeduce. Cost ranging from one to two cents per square
foot. Old Board or Shingle Roofs ten cents per square
foot all complete Materials constantly on hand andfor
sale by the PHILADELPHIA AND PENESYLVAMIA
EOOFING COMPANY.
GEORGE HOBART,
112 6m
No. 230 North FOURTH Breek

HARD RUBBER ARTIFICIAL HARD RUBBER ARTIVICIAL LIMBS, Arms, Legs, Appliantes for Detormity, etc etc. These Limbs are transferred from life in form and fit; are the lightest, most durable commertable, perfect, and artisis substitutes yet invented They are approved and adopted by the United States Government and our principal Surgeons. Patented August 18, 1865; May 23, 1895; May 1, 1865 Address.

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