BILLINGSGATE AT FIVE IN THE MORNING.

Summer or winter, light or dark, rain or shine, it matters not; as the clock strikes five, the bells rings and the market opens. The Clerk of the Market, the representative of the Jorporation, is there, to act the part of majordomo; the vessels are there, hauled up to tiers in the river, laden with their silvery targoes; the posters are there, running to and fro between the ships and the market; the railway vans and carts are there, with fish brought from the several railway stations; the salesmen are there, at their stands or benches; and the buyers are there, ready to buy and pay. As yet all is olerably clean. There is, of course, that "fishlike smell" which Trinculo speaks of; but Billingsgate dirt and Billingsgate villacation have ot yet commenced. The street dealers, the ostermougers or "costers," have not yet made their appearance; they wait till their "betters," he regular fishmongers, have paid good prices for choice fish; and then they rush in to purchase everything that is left. It is a wonderful scene, even at this early hour. How Thames street can contain all the railway vans that throng it is a marvel. From Paddington, from Camden, from King's Cro s, from Shoreditch. from Fenchurch street, from the depots over the water, these vehicles arrive in numbers perfeetly bewildering. Every one wants to get the prime of the market; every salesman tells kis clients that good prices depend almost as much on early arrival as on fine quality; and thus every cargo of fish is pushed on to market with as little delay as need be. Pickford objur-

gates Chaplin and Horne, Macknamara is wrathful at Parker, every van is in every other van's way. Fish street hill and Thames street, Pudding lane and Botolph lane, Love lane and Darkhouse lane, all are one jam and muddle, horses entangled in shafts and shafts in wheels. A civilian, a non-fishman, has no business there at such a time; woe to his black coat or black hat, if he stands in the path of the porters; he will have a finny sprinkling before he can well look about him; or perhaps the tail of a big fish will flap in his tace, or lobsters' claws will threaten to grapple him.

It was always thus at Billingsgate, even fore the days of railways, and before Mr. Bunning built the present market—a structure not without elegance on the river front; but the street arrangements are becoming more crowded and difficult to manage every year. In the old days, when trains and locomotives were un-thought of, nearly all the fish reached Billingsgate by water. The broad-wheeled wagons were too slow to bring up the perishable commodity in good time; while the mail and passenger conches, even if the passengers had been willing (which they would not) to submit to the odor, could not have brought up any large amount of fish. At an intermediate period, say about 1830 or 1835, cer-tain bold traders, at some of our seaport towns, put on four-horse fast vans, which brought up cargoes of fish during the night, and deposited them at Billingsgate before 5 in the morning; but this was a costly mode of convey-ance, which could not safely be incurred except for the best and high-priced fish. When it became an established fact that railways could bring up fish in any quantity, and in a few hours, ost any port in England, the effect was striking; the supply at Billingsgate became regular instead of intermitting; and the midland towns, such as Birmingham and Wolverhampton, were placed within reach of supplies that were iterally unattainable under the old system. It used to be a very exciting scene at the river-side at Billingsgate. As the West-end fishmongers are always willing to pay well for the carliest and choicest fish, the owners of the tive to arrive early at "the Gate;" those who came first were absolutely certain of obtaining the best prices for their fish; the laggards had to content themselves with what they could get. If there happened to be a very heavy haul of any one kind of fish on any one the disproportion of price was still more marked; for as there were no electric telegraphs to transmit the news, the salesmen had no certain means of knowing that a large supply was forthcoming; they sold, and the crack fish-mongers bought, the first cargo at good prices; and when the bulk of the supply arrived, there was no adequate demand at the market. In such a state of things there is no such process as holding back, no warehousing till next day; the fish must all be sold—if not for pounds, for shillings; if not for shillings, for pence. Any delay in this matter would lead to the production of such attacks upon the oliactory nerves as would speedily call for the interference of the officer of health. In what way a glut in the market is disposed of we shall explain presently, It is really wonderful to see by how many routes, and from what varied sources, fish now reach Billingsgate. The smack owners, sharpening their wits at the rivalry of railways, do not "let the grass grow under their feet;" they call steam to their aid, and get the fish up to market with a celerity which their forefathers would not have dreamed of. Take the Yarmouth region, for instance. The fishermen along the Norfolk and Suffolk coast congregate towards the fishing-banks in the North Sea in such numbers that their vessels form quite a fleet. They remain out two, three, four, or even so much as six weeks, never once coming to land in the interval. A just-sailing cutter, or a steamer, visits the bank or station every day, carrying out provisions and stores to the fishermen, and bringing back the fish that have been caught. Thus laden, the cutter or steamer pars on all her speed, and brings the fish to land, to Yarmouth, to Harwich, or even right up to Billingsgate, according as distance, wind, and tide may show to be best. It to Yarmouth or Harwich, a "fish train" is made up every night, which brings the catch to Shoreditch station, whence vans carry it to Billingsgate. There used, in the olden days, to to be fish wans from those eastern parts, which, on account of the peculiar nature of the service were specially exempted from post-horse duty. As matters now are, the fishermen, when the richness of the shoal is diminished, return to shore after several weeks, to mend their nets, repair tueir vessels, and retresh themselves after their arduous labors. At all the fishing towns round the coast, the telegraphic wire has fur-nished a wonderful aid to the dealers; for it

announces to the salesmen at Billingsgate the quantity and description of fish en roule, and

thereby enables them to decide whether to sell

it al. t Billingsgate, or to send some of it at

way conveyance and in telegraphic commu-nication gives rise to many curious features in the fish-trade. Tourists and pleasure-seekers at Brighton. Hastings, and other coast towns, are often puzzled to understand the fact that fish, although

there than in London; nay, it sometimes hap-pens that good fish as not obtainable either at a

high price or low. The explanation is to be sought

in the fact that a market is certain at Billingsgate, uncertain elsewhere. A good catch of mackerel off Hastings might be too large to command a sale on the spot; whereas it sent up

to the great centre, the salesmen would soon find

purcha ers for it. It is, in a similar way, a subect of vexation in the salmon districts that

best salmon are so uniformly sent to London as to leave only the secondary specimens for local consumption. The dealers will go to the best

market that is open to them; and it is of no svalt to be angry thereat. It is said that few families are more insufficiently supplied with

vegetables than those living near market gar-dens; the cause being similar to that here under

in connection with this subject is, that the fish often make a double journey, say from Brighton

to Billingsgate and back again. The Brighton ashermen and the Brighton fishmongers do not .

Perhaps the most remarkable fact.

ight and landed near at hand, is not cheaper

once to an inland town, This celerity in rail-

deal one with another so much as might be supposed; the one sends to Billingscate to sell, the other to buy; and each is willing to incur a little expense for carriage to insure a certain

Of course the marketing peculiarities depend in some degree on the different kinds of fish, obtainable, as they are, in different parts of the ses, and under very varying circumstances. Yard outh sends up objetly herrings—caught by the drift net in deep water, or the seine-net in sanllow-sometimes a hundred tons in a night The north of England, and a large part of Scot-land, consign more largely salmon to the Bil

land, consign more largely salmon to the Bulingsgate market. These salmon mostly come packed in ice, in boxes, of which the London and Northwestern and the Great Northern Rallway Companies are intrusted with large numbers; or else in welled steamers. The southwestern is more extensively the line for the mackerel trade; while pilobards find their way upon the orest western. But this classification is growing great western. But this classification is growing less and less definite every year; most of the kinds of fish are now landed at many different ports which have rall way communication with the metropolis; and the railway companies compete with each other too keenly to allow much diversity in carriage charges. The up-river fish, such as pluice, roach, dace, etc., come down to Billingsgate by boat, and are, it is said, bought more largely by the Jews than by other classes of the community. The rare, the epicu rean whitebait, so much prized by cabinet min-isters, aldermen and others, who know the mysteries of the taverns at Blackwall and Greenwich, are certainly a p scatorial puzzle; for they are caught in the dirty part of the Thamebetween Blackwall and Woolwich, in the night time, at certain seasons of the year, and are yet so delicate although the water is so dirty. The oyster trade was noticed in a former number of London rociety, in reference to the remarkable system of oyster nurseries, the care with which the beds are managed at Whitstable and thereabouts, the mode of sending the oysters up to Billingsgate, and the sharing of the proceed mong the fishermen. Suffice it here to say that the smacks and other vessels, when they arrive, are moored in front of the woarf, to form what is called "Oyster street." The 4th of August is still "oyster day," as it used to be, and is still a wonderful day of bustle and excitement at Bil-lingsgate; but oysters now manage to reach on in other ways before that date, and the traditional formality is not quite so decided as it once was. Lobsters come in vast numbers even from so distant a locality as the shores of Norway, the fiords or firths of which are very rich in that kind of fish. They are brought by switt vessels across the North Sea to Grimsby, and thence by the Great Northern Railway to London. Other portions of the supply are obtained from the Orkney and Snetland coasts, and others from the Channel Islands. It has been known, on rare occasions, that thirty thousand lobsters have reached Billingsgate in one day; but, however large the number may e, all find a market, the three million mouths in the metropolis, and the many additional mil-lions in the provinces, having capacity enough to devour them all. There are some queer-looking places in Darkhouse lane and Love lane, near Billingsgate, where the lobsters and crabs undergo that boiling process which changes their color from black to red. A basketful of lobsters is plunged into a boiling caldron and kept there twenty minutes. As to the poor crabs, they are first killed by a prick with a needle, for else they would dash off their claws in the convulsive agony occasioned the hot water! Sprats "come in," as it is called about the 9th of November; and there is an ineradicable belief that the chief magistrate of the city of London always has a dish of sprats on the table at the Guildhall ban-quet on Lord Mayor's Day. The shoals of

this fish being very uncertain, and the fish being largely bought by the working classes of London, the sprat excitement at Billingsgate, when there has been a good haul, is something marvellous. Soles are brought mostly by trawlboats belonging to Barking, which fish in the North Sea, and which are owned by several companies; or rather, the trawlers catch the fish, and then smart, fast-sailing catters bring the fish up to Billingsgate. Eels, of the larger and coarser kind, patronized by eel-pie makers and cheap soup-makers, mostly come in heavy Dutch boats, where they writhe and dabble about in wells or tanks full of water; but the more delicate cols are caught nearer home. Cod are literally "knocked on the head" just before being sent to Billingsgate. A "dainty live cod" is of course not seen in the London fishmongers' shops, and still less in the barrow of the costermonger; but, nevertheles, there is an attempt made to approach as near to this liveliness as may be practicable. The fish, brought alive in welled vessels, are

dexterously killed by a blow on the head, and sent up directly to Billingsgate by rail, when the high-class fishmongers buy them at once, before attending to other fish. We may be sure before attending to other fish. We may be sure that there is some adequate reason for this, known to and admitted by the initiated. The fish caught by the trawl-net, such as turbot, brill, soles, plaice, haddock, skate, hallbut, and oabs, are very largely caught in the sandbanks which lie off Holland and Denmark. The trawlnet is in the form of a large bag open at one end; this is suspended from the stern of the fishing-lugger, which drags it at a slow pace over the fishing-banks. Two or three hundred vessels are out at once on this trade, remaining sometimes three or four months, and sending their produce to market in the rapid vessels already mentioned. The best kinds of travi-fish, such as turbot, brill, and soles, are kept

fish, such as turbot, brill, and soles, are kept apart, separate from the plaice, haddock, skate, etc.. which are regarded as inferior. The "costers" buy the haddock largely, and clean and cure them; they (or other persons) also buy the plaice, clean them, cut them up, fry them in oil, and sell them for poor people's suppers. The best trawlifish are gutted before being packed, or the fish-required with them. mongers will have nothing to do with them. Concerning mackerel, a curious change has taken place within a year or two. Fine large mackerel are now sent all the way from Norway, packed in ice in boxes, like salmon, lauded at Grim by or some other eastern port, and then sent onward by rall. The mackerel on our own coast seem to have become smaller than of

vore, and thus this new Norwegian supply is

very welcome. All these varieties of fish alike, then, and others not here named, are forwarded to the mighty metropolitan market for sale. And here the reader must bear in mind that the real eller does not come into personal communication with the real buyer. As at Mark Lane, where the cornfactor comes between the farmer and the miller; as at the Coal Exchange, where the coalfactor acts as an intermedium tween the pit owner and the coal merchant; as at the cattle market, where the Smithfield (so called) salesman conducts the sales from the grazier to the butcher—so at Billingsgate does the fish-salesman make the best bargain he can for the fisherman, and take the money from the fishmonger. More than two thousand years ago, according to the Rev. Mr. Badham, there were middlemen of this class, and men, too, of no little account in their own estimation and in the estimation of the world. This lively writer, in his "Fish Tattle," says:- "Great fortunes were often realized by the Greek salesmen, many of whom came to keep villas, and to live in style. The name of one great salt fish seller was en-rolled in the city (Athens?) books, and his two sons enjoyed the like honor. Many others be-sides them, who carried on the same traffic, had to bless fale and the gods that they were born when the sun was in Pieces. The craft, always a prosperous one, has in more modern days been greatly indebted to the Church of Rome been greatly indeplet to the Church of Rome for its present status and importance. It was, no doubt, the great consumption of fish during Lent which led principally to the opulance of the traders, and eventually to those curious privileges which were enjoyed by their body at

home and abroad! We have not the slightest doubt that some of the Billingsgate salesmen do that which those of Greece are said by Mr. Badham to have done — 'keep villas, and live in style." Doubtless they have good dinners and good wines, stately wives and fashlonable daughters out somewhere Southgate or Clapton way; and when papa has taken off bis spron, washed away the fish-cales, and made bimself otherwise presentable, he sturns to the bosom of his family after the

day's labors are ended. He is, however, not I like of ber city men; he must be at business by see in the moroing, and his work is ended by 11 or 12 o'clock. They all assemble, many scores of them, in time for the ringing of the market-bell at 5 o'clock. Each has his stand, for which a rental is paid to the corporation; and as there are always more applicants for stands than stands to give hem, the privilege is a valued one. Some of these salesmen have shops in I hames street, or in the neighboring lanes and alleys; but the neighboring lanes and alleys; but the najority have only stands in Billingsgate. Home deal mostly in one kind of the only, some take all indi criminately. In most cases (as we have said) each, when he comes to business in the ning, has the means of knowing what kind and quantity of fish will be consigned to him for sale. The electric telegraph does all this work, while we laggards are fast asleep. Of the seven hundred regular sahmongers in the metropolis. how many attend Billingsgate we do not know; but it is probable most of them do so, as by no other means can proper purchases be made. At any rate, the number of fishmongers' carts within a furlong or so of the market is something enornous. The crack fishmongers go to the stalls of the salesmen who habitually receive consignnents of the best fish; and as there is not much haggling about price, a vast amount of trade is conducted within the first hour or two. Porters bring in the hampers and boxes of fine fish, the fishmongers examine them rapidly, and the thing is soon done. Of course, anything like a regular price of ush is out of the question; the supply varies greatly, and the price varies with he supply. The salesman does the best be can for his citent, and the fishmonger does the best e can for him elf.

But the liveliest scene at Billingsgate, the fun

of the affair, is when the costermongers come. This may be at seven o'clock or so, after the dons" have taken off the fish that command a high price. How many there are of these con-termongers it would be impossible to say, be-cause the same men (and women) deal in fruit and vegetables from Covent Garden, or in fish from Billingsgate, according to the abundance or scarcity of different commodities. Somehow or other, by some kind of freemasonry whether there is a good supply of in a wonderfully short space of time, among themselves, they contrive to learn, herring, sprats, mackerel, etc., at the "Gate," and they will flock down thither literally by thousands. The men and boys all wear caps leather, hairy, felt, cloth, anything will do; but a cap it must be, a hat would not be orthodex. The intensity displayed by these dealers is very marked and characteristic; they have only a lew shillings each with which to speculate, and they must so manage these shillings as to get a day's profit out of their transactions. They do not buy of the principal salesmen. There is a class called by the extraordinary name of bom marces or bummarces (for what reason even the "oldest inhabitant" could not tell), who buy largely from the leaders in the trade, and then sell again to the peripatetics—the street dealers. They are not fishmongers: they buy and sell again during the same day, and in the market itself. The bommaree, perched on his rostrum (which may be a satmon-box or a herring-barrei), summons a group of costermongers around him, and puts up lot after lot for sale. There s a peculiar itago adopted, only in part intelli-gible to the outer world—a shouting and vociterating that seem to be part of the system. The owners of the hairy caps are eagerly grouped into a mass, inspecting the fish; and every man or boy makes a wonderfully rapid calculation of the probable price that it would be worth his while to go to. The salesman, or bommaree, has no auctioneer's hammer; he brings the right palm down with a clap upon the left to denote that a lot has been sold: and the fishy money goes from the costermonger's fishy hand into the bommaree's fishy hand with the utmost promptness. Most of the dried-fish salesmen congregate under the arcade in front of the market; most of the dealers in periwinkles, cockles, and muscles (which are bought chiefly by women) in the basement story, where there are tubs of these shell-fish almost as large as brewers' vats; but the other kinds of fish are sold in the great market -a quadrangular area covered with a roof sup-ported by pillars, and lighted by skylights. The orld knows no such fishy pilliars elsewhere as these; for every pillar is a leaning-post for salesmen, bommarees, porters, costermongers, baskets, hampers, and fish-boxes.

And now the reader may fairly ask, what is the quantity of fish which in a day, or in a year, or any other definite period, is thus sold at Billingsgate? Echo answers the question, but the Cierk of the Market does not, will not, cannot. We are assured by the experienced and observant Mr. Deering, who has filled this post for many years, that all statements on this particular subject must necessarily be mere guesses. No person whatever is in possession of the data. There are many reasons for this. In the first place, there are no duties on fish, no customs on the imported fish, nor excise on that caught on our own coasts; and therefore there are no official books of quantities and numbers. the second place, there is no regularity in the supply; no fisherman or dishmonger, salesman or bommaree, can tell whether to-morrow night catch will be a rich or a poor one. In the third place, the corporation of the city of London do not charge market-dues according to the quantity of fish sold or brought in for sale; so much per van or wagon, so much per smack or cutter, so much per stand in the market—these are the items charged for. In the fourth place, each sale-man, knowing his own amount of business is not at all likely to mention that amount to

other folks. Out of (say) a hundred of them, each may form a guess of the extent of business trans-acted by the other minety-nine; but we should have to compare a hundred different guesses, to test the validity of each. Nor could the carriers assist us much; for if every railway company, and every boat or steamer owner, were even so communicative as to tell how many loads of communicative as to ten how many loads of six had been conveyed to Billingsgate in a year, we should still be ar from knowing the quantities of each kind that made up the aggregate. On these various grounds it is believed that the annual trade of Billingsgate cannot be accurately stated. Some years ago Mr. Henry Maybew, in a series of remarkable articles in the Morning Chronicle, gave a tabular statement of the propable amount of this trade: and about or six years later, Dr. Wynter, in the in the Quartery Review, quoted the opinion of some Billingsgate authority, that the statement was probably not in excess of the truth. We will, therefore, give the figures, the reader being quite at liberty to marvel at them as much as le likes:-

20,000 boxes, 7 in a box, 400,000, averaging 10 lb. each, 15,000 barrels, 50 to a barrel, 1,600,000, averaging 5 lb. each. Salmon

17,020,000 at 6 oz each. 86,660,000, at 1 lb. each. 806,000, at 7 lb. each. mrt ot. 1 200,000, at 3 lb, each. .500,000 000, at 400 to a peck. Dysters 1,200,000 12 tons, at 120 to 1 lb. 192 295 gallons, at 820 to a pint rawns

showps.....

These figures nearly take one's breath away, what on earth becomes of the shells of the five hundred million oysters, and the hard red ceats of the eighteen hundred thousand lobsters cockles, and winkles, which are not here enumerated? Another learned authority. Mr. Braith walle Poole, when he was goods manager of the London and North Western Railway Company, brought the shell-fish as well as the other fish in a his calculations, and startled us with such quantities as fifty million mussels, seventy million cockles, three hundred million peri-winkles, five hundred million shramps, and twelve hundred million herrings. In short, purting this and that together, he told us that bout four thousand million fish, weightug a quarter of a million tons, and bringing two million steeling, were sold annually at Billingsgate! Generally speaking, Mr. Poole's agures

make a tolerably year approach to those of Mr. Mayhew, and therefore it may possibly be that the Londoners—men and women, boys, garls, and babies-after supplying country folks, est about two usb each every average day, taking our fair chare between turbot, salmon, and cod at one end of the series, and sprats, periwinkles, and shrimps at the other. Not a little curious is this tehthyophagous estimate. It Mr. Frank Buckland, Mr. Francis, and the other useful men who are endeavoring to im-prove and increase the artificial rearing of fish. should succeed in their sudeavors, we shall, as a matter of course, make an advance as a fishcating people. And on this matter we may say that, if the reader wants to know where to get hrst-rate fish, well dressed, and well served, he may wend his steps some day to one of the fish ordinaries at Billingsgate, at such hostelries as the "Three Tuns," the "Queen's Head," or the "Antigallican."—London Society for December,

RAILROAD LINES.

NEW AND SHORT ROUTE TO THE OIL

WARREN AND FRANKLIN RAILWAY.

Trains will run on this road as follows:—
GOING SOUTH.

7:30 A. M., Through Train. Leaves Irvineton, at Junction of P & E. R. R., stopping at principal stations, arrives at Oleopolis at 10 10, and at Oti City at 11 A.

M., connecting with trains for Franklin and other toolits.

points.
1 to P. M., Through Train. Leaves Invincton, stoppin at all principal stations, arrives at Oil City at 5.5

at all principal stations, arrives at Oct City at 5:50 P. M.

7:00 A. M., Pithole Accommodation. Leaves Oleopolis; arrives at Oil City at 8:13 A. M.

6:40 A. M., Pithole Accommodation. Leaves Oleopolis, and arrives at Oil City at 8 Ib A. M.

6:40 A. M., Pithole Accommodation. Leaves Oil City, arrives at Oleopolis at 7:20 A. M., making close connection for Pithole.

9:23 A. M., Trough Train. Leaves Oil City, stopping at all principal stations, arrives at rivineton at :2:4:1 P. M., making close connection with trains on P. & E. R. R., bound Last and West.

12:50 P. M., Through Train. Leaves Oil City, stops at all principal stations, and arrives at Irvineton at 4:10 P., making close connection for points West, and connecting with latter train Easton P. & E. R. R.

8:40 P. M., Pithole Accommodation. Leaves Oil City arrives at Oleopolis at 6:25 P. M., making close connection F. & E. R. R.

8:40 P. M., Pithole Accommodation. Leaves Oil City arrives at Oleopolis at 6:25 P. M., making close connection for Pithole.

By this route, passengers leaving Philadelphia at noon, arrive at Irvineton a 6:25 A. M., have an hour for breakfast, and arrive at Oil City at 11:00 A. M., or 22 hours from the time of starting.

Passengers leaving Erie at 10:25, reach Oil City at 4:50

ast, and all ast as the time of starting. Passengers leaving Eric at 10 25, reach Oil City at 4 50 °, M., or can stop at Tidioute and return to Eric same day. Passengers leaving Ou City at 9:30 A. M., arrive at Philadelphia at 7:00 A. M. next day, or at Er.e at 4:00 P. M. some day.

Passongers leaving Oil City at 12:50 P. M., arrive at Eric at 6:05 P. M., same afternoon, or at Philadelphia afternoon

i the following day All trains south leave Irvineton after arrival of trains on hiadelphia and Erie Raffroad, connect at Oleopolis for ithole, and at Oil City with trains for Franklin and other All trains North leave Oil City after arrival of train from Franklin, connecting at Oleopolis with trains for Pithole, and at it vineton with trains bound both East and West on F. & E. R. R. NATHANIEL P. HOBART,

Warren and Franklin Railroads.

N EW AND MOST DIRECT ROUTE TO THE

EW AND MOST DIRECT ROUTE TO THE
OIL REGIONS.

WARREN AND FRANKLIN RAILWAY.

1866. WINTER ARRANGEMENT.
From Thursday, November 23, 1866. trains leave
Irvineton (at the junction of the Philadelphia and Eric
Railroad, 396 miles from Philadelphia).

658 A. M. Mail Train arrives at Tidioute at 7 35 A. M;
Olcopolis at 910 A. M.; and Oil City at 4 50 A. M.

156 P. M. Express Train arrives at Tidioute at 2 30 P.
M. Olcopolis at 4 15 P. M.; and Oil City at 4 50 P. M.
GOING NORTH TO IBVINETON.

Trains leave Oil City as follows:

910 A. M. Express Train arrives at Olcopolis at 9 50 A.
M.; at Tidioute at 1150 A. M.; and at Irvineton at 12
noom, making close connection with P. and E. Railroad
trains for Philadelphia and all points, bot. 1 East and
West. Passengers for Philadelphia by this train arrive
there at 7 A. M.

120 P. M. Mail Train arrives at Olcopolis at 155 P. M.;
Tidioute at 3 35 P. M.; and at Irvineton at 4 15 P. M.,
making close connection for the West. Philadelphia
passengers by this train semain at Irvineton until 8 II
P. M., arriving at Philadelphia at 1 20 P. M.

All trains going South leave 'rvineton after arrival of
trains on I hiladelphia and Eric Railroad, connect at
Olcotolis for Pit-hole City, and at Oil City with Atlantic
and Great Western Railway trains for Reno, Franklin,
and Meadville. and with trains of Farmers' Bailway for
kouseville Humboldt, Plumer, Rynd, Tarr and Story
Farns, Petroleum Centre, etc.

All trains going North leave Oil City and Olcopolis
after arrival of trains from above points

By this route passengers can leave Philadelphia at
noon arrive at Irvineton at 630 A. M., having 15 minutes for breakfast, and arrive at Oil City at 9 45 A. M.
Time through only 22 hours Or passengers can leave
Philadelphia at 3 50 P. M., arrive at Irvineton at 423 P.
M. next day, remain over night, and take the 6 54 A. M.
At Irvineton passengers will find four comfortable
botels, and first-class dining saloon in the depot.

M. bext day, remain over might, and take the over a train South.

At Irvineton passengers will find four comfortable botels, and first-class dining saloon in the depot.

Be sure to obtain through tickets and baggage checks at Pennsylvania Railroad Pepot. West Philadelphia, via Warren and Franklin Baliway, the great short route to the Oli Region

ISAAC BLAKSLEE, Superintendent.

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This route offers advantages over all composting transportation lines. Shippers by this line save both time and money. The marine risk between Cristicle and Noriolk is assumed by the company, true offering the inducements of an all rail oill of lading with guaranteed time from Philadelphia to all prominent Southern and Southwestern points.
Feights for Noriolk, Richmond, Petersburg, and all points in Virginia and North Carolina, forwarded at as low rates as by another line.
Freights delivered at the Depot of P. W. and B. R. BROAD and PRIME Streets, before 5 P. M., will reach Noriolk twenty four hours in advance of any other route. This unprecedented despatch gives the shipper of Southern Freights from Philadelphia advantages not before offered by any other line. For inrither information apply to CHARLES E. DILKES.

General Esstern Agent Southern Inland Navigation and Delaware Railroad Companies.

No. 629 CHESNUT Street.

FOR 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

Il A. M -Way Freight. 1) A. M — Way Freight.
Goods delivered at Company's Depot No 220 N
WHARVES, Philadelphia, by 5 P. M., will be forwarded by this line, and arrive in New York at 5
0'clock nextmorning.
Freight received at Pier No. 22 North River, N. Y.,
by 4:30 P. M., will be ready for delivery in Philadelphia by 4'30 P. Al., was been by 4'30 P. Al., was carry the following morning.
FARE TO NEW YORK, TWO DOLLARS.

FARE TO NEW TORK, TWO DOLLARS, Ticket Office, Vine Street Ferry.
For further information, apply to Company's Agents.
B. H. CHIPMAN, Freight Office and Depot, No. 330
WHARVES, Phindelphia.
J. B. DURT, Pier No. 32 North Biver, foot of DUANE. J. B. bURT. Pier Ro 32 North River, 1000 of 25 Street, New York.
Street, New York.
Or at General Freight and Passenger Office, Philadelphia. No. 411 CHESSUT Street.
WILLIAM N. CLAYTON.
Superindendent, Ead Bank. N. J.
S. C. HASTY.
General Freight Agent, Red Bank. N. J.
T. BRENT SWEARINGEN,
General Agent, Philadelphia.

MEDICAL.

DR. J. S. ROSE'S ALTERATIVE. THE GREAT BLOOD PURIFIER.

If you have corrupt, disordered, or vitiated blood, you are sick all over. It may appear as pimples, some or as some active disease, or timpy only make you feel languid or depressed; but you cannot have good health if your blood is impure. Dr. Rose's Atterative 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 plands, scrofula, tubercular consumption, and all even 11 is unequalited by ands, scrotula, tubercular consumption, and all crup glands, scrotula, tubercular consumption, and all crup glands, scrotular price \$1. Sole agents.

No 232 North SECOND Street.

DR. DYOTT'S ITCH OINTMENT will care every form of itch, and a superior to any other remedy for the cure of that disagreeable and termenting complaint. Price 25 cents Sent per mail, 40 cents. DYO'T & CO., No. 232 Worth SECOND Street. DR. J. S. ROSE'S EXPECTORANT.

For the cure of consumption, coughs coids, asthma catarria influenza, spitting of blood, bronchitis, and all diseases of the lungs.

This syrup having stood the test of many years' experience as a remedy for irrita ion or any inflammation of the lungs, the oat, or bronchia is somewhedged by all to be a remedy superior to any other known compound used for the relief and sure of coughs and consumption. Frice \$1. Sole agents.

No. 252 North SECOND Street.

DRIVY WELLS-OWNERS OF PROPERTY-The only place to get Privy Wells cheaned and de niected at very low prices.

Manufacturer of Poudretts
GOLDSMITUS EALL, L REARY Sizes

RAILROAD LINES.

PHILADECPHIA, WILMINGTON AND BALL TIMORE RAIS ROAD,
TIME TABLE
Commercing MONDAY December W. 1886. Trains will
eat a Depot, corner of BROAD Street and WASHINGTON Express Train at 415 A. M. (Mondays excepted), for Restaurce and Washington, stopping at Chaster, Wimington, Newark, Eliton, Kertheast, Perryville, Havre decrace, Aberdeen, Perryman'a, Edgewood, Magnella Chase's and Stemmer's Hun.

Way Mail Train at 8-15 A. M. (Sundars excepted), for Bahimore, stopping at all regular stations. Connecting will Delaware Rathonal at Wilmington for Cristical and mistropiciate stations. Express Train at 11 45 A. M. (Sundays excepted), for

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

Express Train at S.P. M. (Sundays excepted), for Baltimore and Washington, stooping at Obester, Clarmont, Wilmington, Newark, Elkton, Northeast, Ferryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnelia, Chase's and Steumer's Run.

Kight Express at II P. M. (daily), for Baltimore and Wash in ptc. Connects at Wilmington with Delaware Railroad inc (Samridays excepted), stooping at Middletown, Smyrna, Dover, Harrington, Seaford, Sallabury, Frincess Anne, and connecting at Crisheld with Boat for Norfolk, Portsmouth, and the South.

Passengers by Boat from Bal imore for Fortress Mon-roe and Norfolk will take the 11-45 A. M. train. WILMINGTON ACCOMMODATION TRAINS, Stopping at all Stations between Philadelphia and WU

brigaton.

J. ave Philadelphia at 12-20, 4-00, 6, and H-30 (daily). P.

M. The 4-00 P. M. train connects with Delaware Railroad
or Milford and intermediate stations. The 6 P. M. train Leave Wilmington at 7:15 and 8:50 A. M., 3 and 6:30 (daily) P. Mr.

FROM BALTIMORE TO PHILADELPHIA.
Leave Bakimaye 725 A. M., Way-mail, 935 A. M.
apross, 140 P. M., Express. 635 P. M., Express. 821 P. M., Express.
From Baltimore to Havre-de Grace and informediate rations at 4 (0 P. M.

TRAINS FOR BALTIMORE.

Leave Chester at 440 and 9% A.M., and 508 P.M.

Leave Wilmington at 10 00 and 9 40 A.M., and 4 IS P.M. Leave Wilmington at 10 00 and 9 40 A. M., and 4 18 P. M. SUNDAY TRAIN

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

Through Tickets to all points West, Bouth, and Southwest, may be procured at Ticket Office, No. 828 Chesnut street, under Continental Hotel. Person, purchasing tickets at this office can have their baggage checked at the streleonce by Graham's Baggage Express.

osldence by Graham's Baggage Express.

1 45 H. F. KENNEY, Superintendent. DENNSYLVANIA CENTRAL RAILBOAD. DENNSYLVANIA CENTRAL RAILROAD.—
WINTEB ARRANGEMENT.
The Trains of the Fennsylvania Central Railroad leave
the Depot at Thirty-first and Market streets, which is
reached directly by the cars of the Market Street Passenger
Railway. Those of the Chesnut and Walnut Streets 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
hann's Bay gage Express will call for and deliver Baygage at the Depot. Orders left at the Office, No. 631 Chesmu street, will receive attention.

mann age at the Depot. Orders lett actual the state of the proof. Orders lett actual the state of the state o

HOR NEW YORK.—THE CAMDEN AND Amboy and Philadelphia and Trenton Railroad Company's Lines.

FROM PHILADELPHIA TO NEW YORK and Way Flaces, from Walnut Street Wharf, will leave as tollows.

tollows, viz.:At 6 A. M., via Camden and Amboy, Accommoda-At 6 P. M., via Camden and Amboy Accommodation

the 1 P. M. and the state of th

excepted. 17:30 and 11 A. M., 3, 3:30, 4:30, 5, and 6:45 P. M. and 12 Minnight, for Bristol, Trenton, etc.; and at 10:15 A. M. for Bristol, t730 and 10°15 A. M., 3, 4°30, 5, and 12° P. M., for Schenck's 10°15 A. M., 3, 5, and 12° P. M. for Eddington, t7°30 and 10° 15 A. M., 3, 4, 5, 8, and 12° F. M. for Cornweil's, Torresdale, Holmesburg, Tacony, Bridesburg, and Frankford, and at 8° P. M. for Holmesburg and Inter-

reduce stations.

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

BELVIDERE DELAWAREJ RAILBOAD,

For the 1-claware River Valley, Northern Pennsylvania,
and New York State, and the Great Lakes. Daily (Sunand New York State, and the Great Lakes. Daily (Sundrys excepted) from Kensington Depot, as follows:

At 7 30 A. M. for Niagara Fails, Buffalo, Dunkirk, Canandaigua, Elmira, Linaca, Owego, Rochiseter, Burghamiton, Oswego, Syracuse, Great Bend, Montrose, Wilesbarre, Scranton, Strondsburg, Water Gap, etc.

At 7 30 A. M. and \$20 F. M. for Helvidere, Easton, Lamberiville, Flomington, etc. The \$20 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Betheleem, etc.

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

January 7.1867, WILLIAM H. GATZMER, Agent.

DHILADELPHIA, GERMANTOWN, AND NORRISTOWN RATEROAD. On and after THURSDAY, November 1, 1868, until fur-FOR GERMANTOWN.

Leave Philadelphia 6, 7, 8, 8, 10, 11, 12 A. M., 1, 2, 8 5, 16, 4, 5, 55, 6 10, 7, 8, 9, 10, 11, 12 F. M.
Leave Germantowa 6, 7, 75, 8, 8 20, 9, 10, 11, 12 A. M., 2, 2, 3, 4, 45, 6, 65, 7, 8, 9, 10, 11 P. M.
The 8 20 down train, and 35, and 54, ap trains will not stop on the Germantown Branch.

ON SUNDAYS. Leave Philadelphia 2-14 A. M., 2, 7, and 10% P. M. Leave Germantown 834 A. M., 1, 8, and 054 P. M. CHESNUT HILL RAILEOAD

Leave Philadelphia 6, 8, 16, 12 a. M., 2, 3%, 5%, 7, 8 and 11 P. M.

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

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

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

ON SUNDAYS.

Leave Philadelphia 9-½ minutes A. M., 2 and 7 P. M.
L. ave Chesnut Hill 7-50 minutes A. M., 12-40, 6-40, and
9-25 binates P. M.

1 OR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia 6, 8-50 11-55, minutes A. M., 124, 3-45, 5-56, 8-60 minutes and 11-5; P. M.
Leave Norristown 5-40, 7, 7-50 minutes, 9, 11 A. M., 136

Leave Norristown 5-40, 7, 7-50 minutes, 9, 11 A. M., 136 4), 1 M. and 8 P. M. 3 to 5 M. P. M. train will stop at Falls, School Lane, Wis salted on, Manayunk, Spring Mills, and Conshohocken only

Leave Philadelphia 9 A. M., 2% and 3% P. M.
Leave Philadelphia 9 A. M., 2% and 3% P. M.
Leave Norristown 7 A. M., 5 and 3% P. M.
Leave Philadelphia 6, 836, 1100 minutes A. M., 1
3, 45, 55, 63, 806 and 115 P. M.
Leave Manayunk 610, 72, 820, 95, 115 A. M., 2, 5, 63, 85, 1 M.
ON SUNDAY

Leave Philadelphia 9 A. M., 2½ and 6M P. M. Leave Manayunk 7½ A. M., 5½ and 6 P. M. W.S. WILSON, General Superintendent, 111: Desot NINTH and GHEEN Stresss

PARITAN AND DELAWARE BAY RAILROAD.—On and after December 13, 1886, trains
will run daily. Sundays excepted from Cooper's Point,
Camdon, opposite VINE Street Ferry as follows:—
11-30 a. M. Way Freight for all stations; passenger
car attached.
610 P. M.—Through Freight for New York; passenger
car attached. 610 F. M.—Through Freight for New York; passenger oar attached.
Freight received in Philade phia at the Company's warehouse. No. 200 N. DELAWARE Avenue. until o'clock P. M., reaching New York carry next morning Freight boat isaves Pier No. 22, North river, New York (not of DUANE Street, daily, Sundays excepted at 5 P. M., reach ng Phila leiphia early next morning. The 9 A. M. train 'rom Fhiladelphia, and the II A. M. train 'row Friedrich are the C. HASTY.

General Fre'ght Agent, Bed Bank K. J.
Supermissione, Eed Bank K. J.
R. H. CHIPMAN Agent,
NO. 330 N. DELAWARE Avenua Philadelphia

BAILROAD LINES.

PEADING RAILROAD
FROM PRILADELPHIA TO THE INTERIOR OF
FENNSIVADIA, THE SCHOULELL, SUSQUEHANDA, CUMBERLAND AND WYOMING VALLEIS, THE NORTH, BORTHWEST, AND THE

WINTER ARHANGEMENT OF PASSENGER TRAINS. Leaving the Company's Depot, at THIRTEENTH and CALLOWHILL Streets, Philadelphia, at the following

CALLOWHILL Streets, Philadelphia, at the following hours:—
At 7:30 A. M., for Reading and intermediate Stations. Returning, leaves Beading at 6:30 F. M., arriving Philadelphia at 0:10 F. M., arriving Williams Boardelphia at 0:10 F. M., arriving Williamsburg, Look Haven, Elmira, etc.; at HARRISBURG with Morthard Central, Cumberiand Valley, and Schoylkill and Snageshanua trains for Northumberland, Williamsport, Tork, Chambersburg, Pinetrova, etc.

Chambersburg, Pinerrove, etc.

APTERNOON EXPRESS
Leaves Philadelphia at 8:30 P. M., for Reading Potts
ville. His rieburg, etc., connecting with Reading am
Columbia Railroad rains for Columbia, etc.

Columbia Ralizoad rains for Columbia, etc.

READING ACCOMMODATION

Leaves Reading at 6-30 A. M., stopping at all way stations, arriving at Philadelphia at 9-40 A. M.

Returning, leaves Philadelphia at 4-30 P. M., arrives in Reading at 7-55 P. M.

Trains for Philadelphia leave Harrisburg at 8-10 A. M., and Pottsville at 8-45 A. M., arriving in Philadelphia at 1-00 P. M., Afternoon trains leave Harrisburg at 2-10 P. M., Pottsville at 2-45 P. M., arriving in Philadelphia at 6-55 P. M.

HARRISBURG ACCOMMODATION

Leaves Reading at 7-20 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 9-19 P. M.

Market train, with passenger car attached, leaves Phila-

Market train, with passenger car attached, leaves Phila-

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 12.56
P. M., for Philadelphia and all way stations.

All the above trains run daity, Sundays excepted.

Sunday trains leave Pottaville at 8.60 A. M., and Philadelphia at 8 10 P. M. Leave Philadelphia for Reading at 8 00 A. M., returning from Reading at 4 2 P. M.

CHESTER VALLEY RAILEGAD.

Passencers for Downington and Intermediate saints.

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.

Philadelphia, returning from Downingtown at 7-00 A. M. and 12'60 noon.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST

Loaves New York at 7 and 2 A. M. ard 8-00 P. M., passing Reading at 1'05 and 11'53 A. M. and 1'45 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad express trains for Pittsburg, Chicage Williamsport, Elmira. Baltimore, etc.

Returning, express train leaves Harrisburg on arrival a the Pennsylvania express from Pittsburg, at 8 and 2'06 A. M., and 9'15 P. M., passing Reading at 4'49 and 10'52 A. M., and 11'20 P. M., and arriving in New York at 10 A. M. and 2'45 P. M. Sleeping cars accompany these trains through between Jarsey City and Pittsburg, without change.

A mail train for New York leaves Harrisburg at 2'10 P.

change.

A mail train for New York leaves Harrisburg at 2:10 P.

M. Mail train for Harrisburg leaves New York at 12 M.

M. Mail train for Harrisburg leaves New York at 12 M.

SUBUVLKILL VALLEY RAILEOAD.

Trains leave Fottaville at 7 and 11:30 A. M., and 7:15 P.

M., returning from Tamaqua at 7:35 A. M. and 7:15 P.

M. SCHUYLKILL AND SUBQUEHA NNA RAILEOAD.

Trains leave Auburn at 7:50 A. M. for Pinegrove and Harrisburg, and 1:50 P. M. for Pinegrove and Trains leave Auburn at 7:50 A. M. and for Engrove and Trains leave Auburn at 7:50 A. M., and for man and Trains leave Auburn at 7:50 A. M., and from Trains leave Auburn at 7:50 A. M. and 0:25 P. M., and from Trains leave Auburn at 7:55 A. M. and 0:25 P. M., and from Trains of Tickets.

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

The following tickets are obtainable only at the office of S. BRAJFORD, Treasurer, No. 227 S. FOURTH Street, Philadelphia, or of G. A. NICOLLS, General Suparintendancent, Reading ...

dent, Reading :- COMMUTATION TICKETS.

amilies and firms.
MILEAGE TICKETS.
Good for 2000 miles between all points, \$52.56 each, for families and firms SEASON TICKETS.

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

CLERGYMEN

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

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 Streets.

FREIGHT.

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

FREIGHT TRAINS

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

MAILS

Close at the Philadelphia Poat 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 LINES FOR NEW YORK AND PREIGHT LINES FOR NEW YORK AND all the Stations on the CAMDEN and AMBOY and connecting Railroads. INCREASED DESPATCH.
THE CAMDEN AND AMBOY BAILROAD AND TRANSPORTATION COMPANY FREIGHT LINES for New York will leave WALNUT Street Wharf at 5 o'clock P. M. dally (Sundays excepted).
Freight must be delivered before 45 o'clock, to be forwarded the same day. warded the same day.

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

Returning, the above lines will leave New York at 13 noon, and a and 6 P. M.

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

The Helvidere Delaware Railroad connects at Philipsburg 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 Bailroad connects at Elizabeth with the New Jersey Central Railread, and at Newark with the Morris and Essex Railroad.

A slip memorandum, specifying the marks and numbers, at ppers 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 atock. Drovers are invited to try

N. B.—Increased facilities have been made for the transportation of live stock. Drivers 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 Ko. I, North River, as the shippers may designate at the time of shipment. For terms, or other information, apply to WALTER FREEMAN, Freight Agent, I 15 No. 226 S. DELAWARE Avenue, Philadelphia.

NORTH PENNSYLVANIA RAILBOAD,-ORTH PENNSYLVANIA RAILEOAD,—
Depot. N. W. corner BERKS and AMERICAN Sts.
For BETHLEHEM, DOYLL, STOWN, MAUCH CHUNK,
EASTON, WILLIAMSPORT, and WILKESBARRE.
At 7-45 A. M. (Express) for Bethlehem, Aliantowa,
Mauch Chunk, Harleton, Williamsport, and Wilkesbarre.
At 3-45 P. M. (Express) for Bethlehem, Easton, etc.,
reaching Easton at 6-45 P. M.
At 5-20 P. M., for Bethlehem, Allentown, Mauch Chunk.
For Doylestown at 9-A M., 7-55 and 4-20 P. M.
For Fort Wall 1: fon at 10-15 A. M. and H. 30 P. M.
For Lanadale 2: 20 P. M.
For Lanadale 2: 20 P. M.
Prom Bethlehem at 9-15 A. M. and Third streets, and
Union lines of Passanger Cars run to the new depot.
TRAINS ARRIVE IN PHILADELPHIA.
From Bethlehem at 9-15 A. M. and 7-30 and 8-40 P. M.
From Fort Washington at 11-50 A. M., and 3-05 P. M.
From Fort Washington at 11-50 A. M., and 3-05 P. M.
Philadelphia for Bethlehem at 9-30 A. M.
Philadelphia for Bethlehem at 9-30 A. M.
Philadelphia for Doylestown at 2-25 P. M.
Doylestown for Philadelphia at 4 P. M.
Esthlehem for Philadelphia at 4 P. M.
Through Tickets must be procured at the ticket office,
1-12

1866. PHILADELPHIA AND ERIE RAIL-ern and Northwest Countries of Permsylvanta to the City of Erie on Lake Erie. It has been leased and is operated by the Fennayivania Enirond Company.

ThMF OF PASSENGER TRAINS AT PHILADELPHIA.

ARTIVE Eastward—Eric Mail Train, 7A. M.; Eric Express

Train, 1°90 P. M.; Elmira Mail, 6°40 P. M.

Lerve Westward—Eric Mail, 5° P. M.; Eric Express

Train, 1°20 P. M.; Elmira Mail, 8°00 A. M.

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

trains without change both ways between Philadelphia and Eric.

NEW YORK CONNECTION.

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 17 15 P. M.,

Leave Eric at 5 30 P. M., arrive at New York 4 10 P. M.

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

Flegant Sleeping Cars on all the night trains.

For information respecting passenger business, apply at comer THIETIETH and MARKET Streets, Phila.

And for freight business, of the Company's Agents, S. B. Kingaton, Jr., corner Thirteenth and Market streets, Phila.

Agent N. C. E. R., Baltimore.

H. H. HOUSTON, General Preight Agent, Phila.

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

1 1: A. L. TYLEE, General Sup., Williamsport.

W EST JERSEY RAILROAD LINES, FROM

EST JERSEY BAILROAD LINES, FROM foot of MARKET Street (Upper Ferry).

LEAVE PHILADELPHIA AS FOLLOWS:

For Bridgeton, Balem. Millythe, and all intermediate state us, as a. M. Mall., 350 P. M., Passonger.

For Woodberry, 8 A. M. 260 and 8 P. M.

Fut Cape May, at 550 P. M.

ETURNING TEALES LEAVE

Woodberry at 755 and 550 P. M.

Brighton at 765 A. M. and 550 P. M.

Freight, 650 P. M.

Milythe at 655 A. M. and 550 P. M.

Freight, 545 P. M.

Milythe at 655 A. M. and 550 P. M.

Freight, 545 P. M.

Milythe at 655 A. M., and 550 P. M.

Freight will be received at First Covered Wharf abov Walnut street, from 545 A. M. until 550 P. M.

That o caved before 700 A. M. williguthrough the same day.

Problem Dalucary, Bo. 258 S. DFLAWARE, Avanue.

110 WILLIAM J. SEVILLE, Superintendont in