### OLD FRIENDS.

The old, old friends! ome changed; some buried; some gone out of ome enemies, and in the world's swift dight

No time to make amends, The old, old friends—
There are they? Three are lying in one grave; and one from the far-off world on the daily

No loving messenger sends.

The old, dear friends! ne passes dails; and one wears a mask; nother, long extranged, cares not to ask Where causeless anger ends.

o many and so tond in days of youth! las that haith can be divorced from Truth, When love in severence ends. The old, old friends! ey hover round me still in evening shades;

Triy they shall return when sublight fades.
And life on God depends.

HE FIREPLACE AND ITS HISTORY. There are some people who delight in conecturing as to what we should have all done there had been no water in the world; but is not probable that many give a thought to how society could have existed, or, deed, ever have been formed, without the d of fires and fireplaces.

Say what we may of the many benefits hich have been conferred on humanity. ending to make them more civilized, it is ertain that there would have been very little the domestic feeling-of the love of cheeril society and "neighborly visits"-if it had ot been for the fireplace. A cheerful open ood fire, or a grate filled to the brim with he "bituminous," presupposes a lively comany present, and a good supply of humor ad kindly feeling generally. Sidney Smith's celpt for happiness is pretty generally nown-"a cheerful fire, a kettle simmering n the hob, a paper of sugar-plums on the nantel-piece, and a novel in his hand." It will be seen that a "cheerful fire" comes first, nd well it may, for what would the sweetest ugar plums, the brightest kettle, or the most steresting novel be, unaccompanied by a lazing fire to shed cheerfulness and warmth round the apartment?

The early records of all ages refer to a time then fire was unknown. When Magellan disired the Marian Islands, in 1521, the inabitants believed themselves to be the only ersons inhabiting the globe; were without verything which we regard as necessaries, nd had never heard of fire. On the occasion their huts being consumed, they believed was alone through the agency of an animal ho had devoured them. There is an old gend as to the origin of fire, which is pleaint to believe, though, of course, not true. t is said that Vulcan coming upon some urning trees one day (which had been fired y a thunderbolt), invited his friends to draw up by the fire;" that they did so, and hus was held the first social meeting of man-

The earlier races of mankind lived in caves, taking fires in the middle of them, the smoke toing out through a hole in the top. The Cayptians had hearths in the centre of some of their rooms, on which they made fires; to warm the others, they carried around a lighted charcoal from one room to another. During the wanderings of the Jews they built fires in the middle of their tents, letting the smoke go out of an aperture above. Chimneys were not known, and Burah, in speaking of Mount Sion, makes mention of "the faces that were blackened by the smoke that cometh out of The fuel most generally used the temple." among the Greeks was green wood; on days of ceremony they burned fragrant substances. The Romans made fireplaces, but could not get rid of the smoke nuisance. The principal fireplace in a Roman house was in the caldarium or sweatingroom of the bath. It was something like a furnace, called a hypocaust, and had pipes connected with it which led to the upper stor'es, giving warmth to them. These pipes had covers over them while the green wood was burning; when it had burned to charcoal the covers were removed and the warm heat allowed to escape. Those rooms which could not be heated in this manner had charcoal burning in the middle of them on a brazier. Some of these braziers displayed very fine workmanship. There is one at the present time in the museum at Naples, twenty-eight inches square, which has four towers, one at each angle, fitted with a lid that can be raised by a ring.

When the Romans landed in England they found the inhabitants living in huts or caves, without chimneys to them, and half the time stifled with the smoke from their fires. The Welsh historian Gyraldus, gives us the iollowing amusing fireside picture of life in that

"Families inhabit a large hut or house, which, having a fire in the midst, serves to warm them by day, and to sleep round by night." He describes the "bands of young nen who followed no profession, visiting families to whom they were always welcome, and passing the day with the most animated cheerulness. At night, sinking into repose on a thin covering of dried reeds, spread round the great fireplace in the middle, they lay down promiscuously, covered only by a coarse made cloth, called Crychan, and keeping one another warm by lying close together; and, when one side lost its genial heat, they turned about, and gave the chilly side to the fire. The great men endeavored to improve on this custom during the day. A Welsh prince had an officer in his court, called a 'fastbearer,' whose duty it was, at meal times, when his master was seated at table, to sit with his back to the fire, and keep the princely feet warm and comfortable by cherishing them in his bosom." During this period the majority of people, who could not afford to have a fire, kept warm during the day by active exercise, and at night by sleeping close together.

We find the first mention of coal made in the year 1289, when King Henry the Third granted a charter to some of the residents of Newcastle to dig for it; but there was a great prejudice against its use, as many supposed it to be dangerous to health. It was not generally used until the seventeenth century. In the meantime, the pipe for the escape of smoke was modified so as to become what we now call a chimney. An old writer of about this time, by the name of Leland, in speaking of Bolton Casule, says :-

One thynge I muche notyd in the hawle of Bolton, how chimeneys were conveyed by tunnells made on the syds of the walls be twyxt the lights in the hawle, and by this means, and by no covers, is the smoke of the the barth in the ball strangely conveyed." Soon after this chimneys were generally

adopted. There is an old saying to the effect that "one good fire heats a whole house." But this is only applicable to the houses of the poor in the olden time. Only one good fire Ne was kept up in the houses of the rich, and necte.

that was enjoyed by the master and his family. While they were warm and comforiable, the servants were salvering down stairs. But this shivering on their part was not disliked, as it was considered effeminate to feel the need of such a luxury as a fire. The future historian, in looking over Punch and the other comic papers of this generation, in which the "high-life-below-stairs" doctrine is fully set forth, will certainly not accuse the "help" of our day as being particular believers in the stoical doctrine. Henry the Eighth, it is said, once gave the revenues of a convent be had confiscated to a person who gave him a seat near the fire, where he could be out of the draft.

So great was the prejudice against coal when it was first introduced, that the House of Commons petitioned the Crown, in 1806, to problbit the burning of the "noxious article." There was a proclamation issued to stop its sale, which did not do any good, however. A commission was appointed to visit the houses, and see who burned coal, and to break up the furnaces of those who did. A law was passed making it a capital offense to burn seacoal in London, and only allowing it to be used in blacksmith shops out of the city. It took three centuries to break away this toolish prejudice against coal.

It is singular to think that there has been but little improvement in grates from the time they were first introduced. As we sit in front of our grate-fires in this nineteenth century, we may think we are far ahead of our ancient brethren in the art of warming; but we are mistaken. The same objection which was made against the grate hundreds of years ago, when it was first invented, still holds good, viz., that while one side is being

tonsted, the other is treezing. Mr. Emerson has said in one of his essays, that for every step civilization takes forward, she takes one backward; and, doubtless, there is much truth in the assertion. The good old fashioned open fireplace is gradually being done away with, and even grates are going out of vogue. We have in their stead a buge black thing in the middle of our rooms denominated a stove. If old Vulcan had never came across the pile of hurning trees we have mentloned, but should descend among us in our day, and chance to pull upon one of these same stoves, it is hardly probable (at least in our humble opinion) there would be sufficient beauty or cheerfulness in its appearance to justify him in inviting his friends around it for conversation and social enjoyment.—N. Y. Home Journal.

#### MISCELLANEOUS ITEMS.

-A son of S. E. Huntington, of Norwich, Connecticut, was recently very badly bitten by a terocous dog belonging to Oliver L. Johnson, and a jury have just returned a verdict against Mr. Johnson of \$800-probably the most severe verdict ever remrned by a jury in that State for

-The Pittsburg (Pa.) Commercial says that a general suspension by the iron manufac-turers in that part of the country is likely to take place some time in January. Business for some time past has become unremunerative, and mills generally have been running

-The death of a Hawaiian author is announced. S. N. Halcole, the author of the story of "Laietkawai," which was published three year ago, died suddenly on the 22d of October, For a Hawaiian, he possessed rare literary talent.

-A lady visited Petersburg last week for the purpose of purchasing her wedding trousseau, and while there also purchased a tomb-stone to be placed over the grave of her late husband. The old and the new love.

-"William," said a teacher to one of his pupils, "can you tell me what makes the sun rise in the east?" "Don't know, sir," replied William, ""cept it be that the east makes every-

-"Why will you per st in wearing another woman's bair on your need?" asked Acid of his wife. She retorted:-"Why will you persist in earing another sheep's wool on your back?" -Earl Russell, M. Olozaga, and the Grand Duchess Mary of Russia were present in the Hall of the Five Hundred, at Florence, at the

opening of the Italian Chambers. -The Italian Government has just appointed as Ambussadors M. Mamiant, Senator, at Con-stantinople; M. de Barral, at Vienna; and M. Doria, at Berlin.

-The longest English sentences are believed to be in the British Enlistment Act-600 wordsand the three in Choate's culogy on Webster, containing 580, 532, and 233 words respectively.

-In a small town of Plymonth county, an aged lady, recently deceased, left by her will a legacy of \$100 for the support of her favorite

\*-Seventy-five of the handsomest girls have been selected from the different houses of correction at Toulon, to send out to Cayenne as wives for the convicts of that penal colony,

—A. Ward is an anagram! We say so fear lessly, and dely him to contradict it, for since he has been at the Egyptian Hall he has become -There is a bashful bachelor who dares not meet ladies in the street. He says they wear so many bugies on their dresses that he fears over-

tures from them .- Commercial Bulletin. -The railroads of the country employ two hundred thousand men, and at least a million men, women, and children depend for their

upport upon the railroad interest. -There is an enforced exodus of Gentiles rom Salt Lake City. Young has bought them and their property out at seventy-five cents on

the dollar. -Queen Victoria has appointed Ismail Pacha,

Viceroy of Egypt, to be Knight Grand Cross of the Order of the Bath. -Why can persons occupied in canning fruit stow away more of it than any one else? Be-

cause they can. -Genuine Japanese girls will serve coffee at the Paris Exhibition in a genuine Japanese cafe, -Miss Sidney, of Islington, England, has left bequest to maintain a home for stray dogs,

-The number of designs executed by the late Gavarni is reckoned at no less than 60,000. -What is the sweetest, if not the latest thing in bonnets? The ladies' faces, to be sure. -How sweet to recline on the lapse of ages!

-that is, if the ages are about eighteen. -Mrs. Maiaprop's last-Inviting her friends opartake of a cold relation. -Punch.

-The whole number of wrecks reported in England during the past year is 2199. —Mrs. Siddons' grand-daughter has made a successful debut at a London theatre. -A white man in Nashville was fined \$50 for

thrusting himself into a negro ball. —There were 2600 horses slaughtered last year to supply Berlin with horse-flesh.

-Revivals of religion are taking place at various points in the South. - Charred elephant's foot is one of the "rare

dishes" indigenous to India. "Zoe" has had a gold watch given her by the New Orleans theatre-goers. -- London supports 10,000 cabmen and 5000

omnibus drivers. -A lady eighty years old attempted suicide -"Ingemisco" is the title of a novel about to

be published. -A Count Kesselstadt is in jail at Vienna for robbery. -A man has been fined in Detroit for kick-

ing a dog. -New pet name for young ladies-Chigno-

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

1-10 r. M., Through Train. Leaves Irvineton, stopping at all jumespal stations, arrives at Oil City at 9-30 P. M.

7-20 A. M., Pithole Accommodation. Leaves Oleopolis; arrives at Oil City at 8-15 A. M.

6-40 A. M., Pithole Accommodation. Leaves Oleopolis, and arrives at Oil City at 8-16 A. M.

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

9-20 A. M., Trough Train. Leaves Oil City, stopping at a 1 principle attains, arrives at trvineton at 12-40 P. M., making close connection with trains on P. & E. R. R., bound sast 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.

5-40 F. M., Pithole Accommodation. Leaves Oil City arrives at Oleopolis at 6-25 P. M., making close connection for points west, and connecting with latter train Easton P. & E. R. R.

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be time of starting.

Presengers leaving Eric at 10.25, reach Oil City at 4.50, A. M., or can stop at Tidicate and return to Eric same day.

Plassengers leaving to the at 2.00 A. M., arrive at Phita-dephin at 7.00 A. M., next day, or at Er.c at 4.00 P. M., me day. Passeapers leaving Oil City at 12 to P. M., arrive at Krie tieber. M. same afternoon, or at Philadelphia afternoon of the tolowing day.

All trains south teave Irvineton after arrival of trains on Philadelphia and Eric Malfroad, connect at Ulcopods for Philadelphia and Eric Malfroad, connect at Ulcopods for Philadelphia and Eric Malfroad, connect at Ulcopods for Philadelphia and at Oil City with trains for Frankiin and other problems. citits.
All trains North leave Oil City after arrival of train from Franklin, connecting at Oscopolis with trains for Pi and at Lydracor, with trains bound both East and W. P. & E. R. R. W. NATHANIEL P. HOBART,

Warren and Franklin Radronds. N EW AND MOST DIRECT ROUTE TO THE DIL REGIONS

WARREN AND FRANKLIN BAILWAY.

1866. WINTER ARRANGEMENT. 1871.
From Thursday. November 23, 1886 trains leave Irvineton (at the junction of the Phiadelphia and Eris Radroad 336 mises from Philadelphia).

6.55 A. M. Mail Train arrives at Tidioute at 7.35 A. M.;

Olcopolis at 9.10 A. M.; and Oll City a: 4.50 A. M.;

1750 P. M. Express Train strives at Tidioute at 2.30 P.

M.; Cleopolis at 4.16 P. M.; and Oll City at 4.50 P. M.;

Trains leave off thy as follows:—

9.10 A. M.; Express Train arrives at Olcopolis at 9.50 A.

M.; at Tidioute at 11.50 A. M.; and at Irvineton at 12 noon making close connection with P. and E. Radiroad trains for Fhiladelphia and all points, bot; East and west. Passongers for Philadelphia by this train arrive ther at 7.5 M.

West Passengers for Philadelphia by this train arrive ther: at 7 a. M.

120 P. M. Mail Train arrives at Oleopo'is at 135 P. M.;
Thelicute at 3 35 P. M.; and at Irvine on at 4 15 P. M.;
Thaking close connection for the West Philadelphia passengers by this train remain at Irvineton until 8 H.

P. M., arriving at Philadelphia at 1 20 P. M.

All trains got a South leave remeton after arrival of trains on I hiladelphia and Eric sairoad, connect at Oleopolis for Fit-hole City, and at Ol. City with Atlantic and Grent Western Railway trains for Beno, Franklin, and Meadville, and with trains of Farmers' kallway for Icous-ville Humboldt, Pumer, Rynd, Tarr and Story Fara. S. Fotroleum Centre, etc.

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

By this route passengers can cave Philadelphia at moon arrive at Irvineton at 6 30 a. M., Eaving 15 minutes for heakinst, and arrive at Ol City at 9 45 A. M. Time through only 22 hours. Or passengers can cave Philadelphia at 3 50 P. M., arrive at Irvine on at 4 23 P.

M. text day, remain over night, and take the 6 54 A. M. train South.

At Irvineton passengers will find four comfortable train South

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

Be sure to obtain through tickets and baggage checks
at Pennsylvania italiroad Depot West Philadelpula, via Warren and Franklin Bailway, the great short route to the Oil Region

ISAAC BLAKSLEE, Superintendent.

BEVERLEY R. KEIM, General Freight and Ticket Agent.

NORTH PENNSYLVANIA RAILROAD. —
THE MIDDLE ROUTE—Shortest and most direct line to Bethiehem, Allentown, Mauci Chunk, Pazieten White Haven. Wikesbarre, Mahanoy City, and all points in the Lehigh and Wvoming Loalregions. Passenger Depot in Philadelphia, K. W. corner of BERKS and AMERICAN Streets.

WINTER ARRANGEMENT.

NINE DAILY TRAINS.
On and siter TUESDAY, January I 1887, Passenger trains it ave the New I opt corner Berks and American a rests, only (Sundays excepted), as ollows:—At745 A M.—Mornies Express for Bethlehem and Frincipal Stations on North Pennsylvania Raisroad connecting at Bethlehem with Lehigh Valley Haisroad connecting at Bethlehem with Lehigh Valley Haisroad will be share. Kingston, Pitston and all points in Lehigh and Wyoming valleys: also, in connection with Lehigh and Mahanoy Haifroad for Mahanoy City and with Catawissa Raisroad, for Rupert, Danville Milton, and Williamshort Arrive at Mauch Chunk at 12-05 A.

M.; at Wikesbarre at 3 P. M.; at Mahanoy City and with Catawissa Raisroad, for Rupert, Danville Milton, and Williamshort Arrive at Mahanoy City at 2 P.

M. Passengers by this train can take the Lehigh Valley train bassing wethlehem at 12-55 P. M., for b aston and points on New Jersey Central Baliroad to New York.

At 9 A. M.—Accommodation for Doylestown, stopping

and points on New Jersey Central Railroad to New York.

At 9 A. M.- Accommodation for Doylestown, stopping at all intermediate statious. Passengers for Willow Grove, Hatboro', and Hartsville, by this train, take the Stage at Ola York road.

At 10 15 A. M.-Accommodation for Fort Washington, stopping at Intermediate stations.

At 2 3 b' Al.-Accommodation for Doylestown, stopping at all intermediate stations. Passengers take Stage at Low estewn for New York. ping at all intermediate stations. Passengers take Stage at Lov estown for New Lope.

At 345 P. M.—Evening Express for Bethlehem and principal stations on the North Pennsylvania Radiroad, making close connection at Bethlehem with Lehigh Valley Stain for Ea ton, reaching there at 643 P M. Passengers for Plainfield Somerville, and other points on New Jersey Central train at Easton, which arrives in New York at 10 45 P. M. Passengers or Sumneytown take Stage at North Wales, and for Nazareth at Bethlehem, and for Greenwille at Cuakertown. Wales and for Nazarch at Bethiehem, and for Green-ville at Quakertown.

At 4'26 P. M.—Accommedation, for Doylestown stop-ping at all intermediate stations. Passengers for Writow Grove (Hatboro', and But sville take stage at Abing-ton; for Lumberville at Doylestown.

At 5 20 P. M.—Through accommodation, for Bethie-ben and all stations on main line of North Pennsylvania Hallroad, consocing at Bethiehem with Lehigh Valley Evening Trais for Allentown, Maden Chunk, etc.

At 5-20 P. M.—Accommodation for Lansdale stopping at all intermedia e stations.

at all intermedia e stations.

At 11 30 P. M.—Accommodation, for Fort Washington.

TRAINS ARRIVE IN PHILADELPHIA

From Bethlehem at 2-15 A. M., 2-36 and 8-40 P. M.

2-30 P. M. train makes direct connection with Lehigh
Valley trains from Easton, Wilkesbarre, Mahanoy City, and Hazleton.

snd Hszleton.
Passengers leave Wilkesbarre at 129 P. M. connect at bethielen at 645 P. M., and arrive in Philadelphia at 840 P. M.
From Doylestown at 8-35 A. M., 5-15, and 7-95 P. M.
From Lanstale at 720 A. M.
From Fort Washington at 11:50 A. M., and 3-95 P. M.
ON SUNDAYS.
Philadelphia for Bethiehem at 9-30 A. M.
I biladelphia for Bethiehem at 9-30 A. M.
Doylestown to Philadelphia at 7-20 A. M.
Bethiehem to Philadelphia at 4 P. M.
Bethiehem to Philadelphia at 3-30 A. M.
Fifth and sixth streets passenger cars convey passen-Be thichem to Philadelphia at 4.2. M
Fifth and rixth streets passenger cars convey passengers to and from the new depot.
White cars of record and Third streets line and Union the run within a short distance of the depot. Tickets must be procured at the Ticket Office, in order to secure the lowest rates of fare
ELLIS CLARK, Agent.
Hilman's Raggage Express will call for and deliver Baggage at the Depot. Baggage at the Depot Office, No. 113 South THIRD Street. 1.15

WEST CHESTER AND PHILADELPHIA RAILBOAD, VIA MEDIA, WINTER ABRANGEMENTS On and after MONDAY, October 15, 1896, the trains WEST CHESTER TRAINS WEST CHESTER TRAINS
leave Philadelphia for West Chester, from Depot
Thirty first and Market streets, 730 A. M.; 11 00 A. M.;
220, 445, and 6-15 P. M.
Leave West Chester for Philadelphia, from Depot on
E. Market street, 630, 800, 10 45 A. M.; 155, 450 P. M.
Trains leaving West Chester at 8-90 A. M., and
leaving Philadelphia at 445 P. M., will not stop at Pennetton and will stop below B. C. Junction at Media
only.

Leave Philaderphia for Pennetton 4 lb and 11 00 P. M. Leave Pennetton for Philadelphia 8 47 A. M., 725

Leave Penneiton for Philadelphia 8-47 A. M., 7-25 P. M.

These Trains stop at all intermediate Stations.
ON SUNDAYS—Leave Philadelphia at 8-30 A. M. and 2-40 P. M.

Leave West Chester 7-45 A. M. and 4-40 P. M.
ON SUNDAYS—The West Philadelphia Passenger cars will leave Eleventh and Market streets half an hour before the train leaves the depot, and will leave the depot on the arrival of each train to convey passengers into the city.

Trains leaving Philadelphia at 7-50 A. M. and 4-45 P. M., and leaving West Ches er at 8-90 A. M., and 4-50 P. M. connect at B. C. Junctien with trains on the P. and B. C. B. for Oxford and intermediate points.

Passengers are allowed to take wearing apparel only as longuage, and the Company will not, in any case, be responsible for an amount exceeding one hundred dollars, unless a special contract is made for the same.

HENRY WOOD, General Superintendent.

CAMDEN AND ATLANTIC RAILROAD, WINTER AURANGEMENT.
Leave Vine Street Ferry daily, as follows (Sundays Leave Haddonneld at I and 3 15 P M.

Leave Haddonneld at I and 3 15 P M.

Leave Haddonneld at I and 3 15 P M.

Leave Haddonneld at I and 3 15 P M.

JOHN G BRYANT, Agent. RAILROAD LINES.

ANNAMESSIC ROUTE! THE SHORTEST LINE TO ALL POINTS SOUTH AND SOUTHWEST.

PASSENGERS FOR Savannali, Augusta, Aulanta, Macon, West Point, Montgomery Movile,

Charleston.

NEW ORLEANS.
TO AVOID DELAY (THE POTOMAC BEING CLOSED BY ICE) SHOULD BUY IICKETS

NEW AND SHOR. A NAMESSIC ROUTE
Trains leave Depot.
PHILADELPHIA, WILMISGEN, AND BALTIMORE
RAILROAD,
BEOAD Street and WASHINGTON Avenue,
DAILY (Saturda) excepted, at 11 P. M.,
Arriving in Notick at 2 P. M., the following day.
FIVE HOURS SOONER THAN BY ANY OTHER
LINE, and making cose connections for all points

SOUTH AND SOUTHWEST! For Tickets and all other information apply at the office of the Company, No 829 "HESNU, Street, or at the Ticket Office of the Philadelph a Wrimington, and Baltimore Baltroad, No. 825 CHE SUT Street.

S. P. WILTBANK, GENERAL AGENT. FAST FREIGHT LINE.

ALL RAIL ROUTE TO THE SOUTH,

Via Orange and Alexaudria Railroad and its Connections.

The undersigned would respectfully ask the attention of shippers to the ONLY ALL RAIL ROUTE between Philadelphia and the South.

Merchants and others destrous of avoiding frequent changes and water transportation, will please mark their ireight via O & A R R -Rail, and send to days of Philacelphia, Winning on and Baitimore Railrons BROAD and PRIME Streets Cars run through from Philadelphia to Lynchburg

without breaking bulk Dray receipts rurnished, and Bills of Lading signed at the through freight office of Philadelphia, Wlimington, and Caltimore Railroad, No 105 South FIFTH Street below Chesnut.

Rates guaranteed as low at all times as by other JAMES C. WILSON, Agent Orange and Alexandria Railroad.

No. 105 South FIFTH Street. DITTSEURG, COLUMBUS, AND CINCIN NATI KAILROAD COMPANY.
THE PAN HANDLE ROUSE WESTWARD.
Owing to the great distance saved by THIS ROUTE, the Government has assigned to it the carrying of the United States Mail: to the principal cities of the West and Southwest. the Government has assigned to it the carrying of the United States Mait to the principal cities of the West and Southwest.

THERE BEING BUT ONE CHANGE OF CARS BETWEEN PHILADELPHIA AND CINCINNATI AND BUT TWO TO ST LOUIS.

PASSENGERS BY THIS ROUTE WILL ARRIVE IN C.N. INNA. I. INDIANAPOLIS, CAIRO, AND ST LOUIS, ONE TRAIN IN ADVANCE OF ANY OTHER BUNK.

Fast line at 12 00 M. Passengers by this train take supper at Altona; can take state room seeping cars. Passongers are not subject to change at Pittsburg, but run though to Coshocton, affording an unbroken night's rest.

Night Fxbress II P. M. Passengers can take sleeping cars through to Concinnati with but one change; by this line on have the advantage of comfort and pleasure particularly to ladies travelling alone, and smilles with children, by this routs between Philadelphia and all the princip alpoints West and South.

Bo sure to purchase tickets "VIA STEUBEN-VILLE" as Philadelphia and all the princip alpoints West and South.

General Ticket Agent Steubenville, O. JOHN B. ALLLER,

General Ticket Agent Steubenville, O. JOHN DURAND, General Eastern Passenger Agent,

JOHN DURAND, Genera superincendent.

Fensy vania Railroad Office, No. 631 thesnut street, and Thirtietn and Market streets West Philadelphia.

NEW FREIGHT ROUTE TO THE SOUTH

NEW FREIGHT ROUTE TO THE SOUTH
AND SOUTHWEST,
VIA THE PHILADELPHIA, WILMINGTON AND
BALTIMORE AND DELAWARE
RAILR DAD LINES
to Crisfield, Maryland, thence by the Great Southeru
inland Steam Navigation Company's
Steamers to Nor Job. Virginia,
CONNECCTING WITH THE
GREAT VIRGINALA AND TE NEWSSEE AIR-LINE
RAILWAY,
to Memphi, Nashville, Atlanta, and all points South
and Southwest
This route offers advantages over all competing transpertation lines. Shippers by this line save both time
and money

pertation lines. Shippers by this line save both time and money
THE MARINE RISK BETWEEN CRISFIELD AND NOEFOLK IS ASSUMED BY THE COMPANY,
thus offering the inducements of an ALL Rail, BILL OF LADING,
with guaranteed time from Philadelphia to all prominent Southern and Southwestern points.
For Nortolk, Richmond, Petersburg, and all points in Virginia and North Carolina.
FORWARDED AT AS L. W RATES
as by another line

as by another line

Freights delivered at the Depot of P. W. and B. B. B.

BRO All and PRI ME 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 Publadelphia advantages not

before offered by any other line. For further information apply to

CHARLES E DICKES, Agent Virginia and Tennessee Air Line (allwa).
No. 411 CHESNUT Street.
S. P. WILTBANK. No. 629 CHESNUT Street

DHILADELPHIA AND BALTIMORE
CENTRAL RAILROAD-WINTER ARRANGEMENTS-ON AND AFTER MONDAY, October IS,
1866, the trains will leave Philadelphia from the Denot
of the West Chester and Philadelphia from the Octobe
of the West Chester and Philadelphia from the Octobe
at 7:50 a. M. and 4:45 P. M.
Leave Rising Sun at 7:53 and Oxford at 6:35 A. M. and
leave Oxford at 3:25 P. M.
A market train, with passenger car attached, will run
on inesdays and Fridays, leaving the Rising sun at
11:15 A. M., Oxford at 12:60 M., and Kennett at 1:00 P.
M., connectling at West Chester Junction with a train
for Philadelphia. On Wednesdays and Saturdays
trains leave Philadelphia at 2:30 P. M., run through to
Oxford.
The train leaving Philadelphia at 5:56 A. M. con-The train leaving Philadelphia at 7:59 A. M. con-nects at Oxford with a daily line of stages for Peach Bottom, in Lancaster county. Returning, leaves Peach Bottom to connect at Oxford with the afternoon train The train leaving Philadelphia at 4.45 runs to Rising

Sun. Md.

Passengers are showed to take wearing apparel only as bagasge, and the Company will not in any case be responsible for an amount exceeding one hundred dollars, unless a special contract be made for the same.

HENRY WOOD, General Superintendent. GLOBE EXPRESS COMPANY, OFFICE, NO. 630 MARKET street. Philadelphia, November 19, -The Globe Express Company will this day open irst line between New York, Philadelphia, Balti-e, and Washington for more, and Washington for AND PACKAGES.

They will call for and deliver promptly at the following rates: ror heavy freights to and from New York. 40c. per 100 lbs.; Baltimore, 50c. per 100 lbs.; Washingtor, 80c. per 100 lbs.; Alexandria. \$1.20 per 100 lbs.; Alexandria. \$1.20 per 100 lbs.

Packages and valuables will be taken at as reasonable rates as by any other responsible Company.

The Company is arranging to rapidly open its offices at all important points through the South and Southwest, as a full Express.

This Company are prepared to pay promptly for any loss or damage that may occur.

Orders may be left at the above office.

S. W. WILSON, Superintendent.

STUART GWYNN,

Of New York, President.

E. C. PECHIN

Of Philadelphia, Treasurer.

THE ADAMS EXPRESS COMPANY, OFFICE, No. 320 CHESNUT Street, forwards Pareles, Packages, Merchandise, Hank Notes, and Specie, either by its own lines, or in connection with other Express Companies, to all the principal fowns and cities in the United States.

# PROPOSALS

UNITED STATES MILITARY RAILROAD OFFICE,
Scaled 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 451b. "T

Rail.

These Chairs are now stored at the works of Corning & Winslow, Troy. New York.

Samples may be seen at this office, or at the United States Quartermasfer's Office in New York city.

Philadelphia, Pa., or Louisville, Ky.

Terms—Cash, in Government funds.

F. J. CRILLY.

12 29 13t Byt. Col. and A. Q. M., U. S. Army.