THE DAILY EVENING TELEGRAPH .- PHILADELPHIA, MONDAY, JANUARY 21, 1867.

TRIP LIGHTLY

Trip lightly over trouble, Trip lightly over wrong, We only make grief double By dwelling on it long. Why clasp woe's hand so tightly ? Why sigh o'er blossoms dead? Why cling to forms unsightly ? Why not seek joy instead ?

Trip lightly over sorrow, Though all the day be dark, The sun may shine to morrow, And gaily sing the lark; Fair hopes have not coparted, Though roses may have fied; Then never be down-hearted, But look for joy instead.

Trip lightly over sadness, Stand not to rail at doom; We've pearls to string of gladners, On this side of the tomb; Whilst stars are nightly shining, And the Heaven is overhead. Encourage not repining But look for joy instead.

LADIES, AND THEIR WEIGHT IN THE SADDLE.

Very few ladies have any idea of what weight they are when on horseback, and it hardly ever occurs to a lady to inquire whether the horse she is going to ride is really, as it's termed, "up to her weight." A correspondent writes to an English paper:--"! must say that ladies are, in style of sminal destined for their use, and, if the style of sminal destined for their use, and, if the horse they are going to mount has the character of being quiet, carries his head high, and his tail is of the usual length, and he has the proper number of legs, they are perfectly satisfied that they are going to have a pleasant ride, and they do not enter into any minute criticism as to the shape of action of the animal, upon both of which points so much of the comfort and safety of the fair equestrian depend. And here I cannot help remarking, that genilemen seem to me to have little or no hesita tion in allowing their female relatives to mount horses that they would, in their own persons, be very unwilling to ride; and I can now see, in my mind's eye, a young lady who trots and gal-lops past me in Rotten-row, on a bay, thoroughbred looking horse, whose forelegs seem fied together, whose shoulders are almost perpendicular, and whose fellocks are nearly upright, and I will venture to say that neither her father or brother, it she has either, would willingly mount him for a ten-mile ride along a road, with the slightest expectation of arriving sate at the end. To watch that horse hobbling along at a walk is very painful, but in the canter or gallop his defective action is not so conspicu-ous, as he makes a great flourish ; but when anything does happen to that young lady, the catastrophe will be awful; yet she goes up and down the ride, in the season, laughing and enjoying herself, in happy ignorance that she is in continual danger of about the worst fail that

can occur. Few people are at all aware of the weight of their female friends, till the scales reveal the secret; and, unless a gentleman has occasion to assist a lady into the saddle, or over stiles, he can form no opinion as to the weight she is, for the dress conceals the figure so much. Women are heavier than men, in proportion to their height, and I believe ten stone to be no unusual weight among ladies of ordinary height and proportion. A side-saddie weighs eighteen pounds, and, with the additional weight of the riding-habit, hat, whip, boots, etc., we may safely say that a large proportion of the ladies we see on horseback average nearly twelve stone each; but how seldom do you see ladies mounted on horses up to that weight! Ladles' horses are prover-bially called 'weeds,' and any leggy, narrow-chested, weak, and quiet tempered animal is said to be 'just the taing to carry a lady,' which I think is not paying them any great compli-ment. On the contrary, a lady's horse ought to possess the following qualifications among others, if the fair rider is to be carried in the style, with the safety, and at the pace she is fairly entitled to exact from her borse for her

gratification :--"L. Her horse ought to have good 'action,' i. e., he must bring his hind logs well under him at every stride, and have the power of planting his fore feet evenly and smoothly well in front of him; thus will he display to advantage his own movements, and the elegant figure

and graceful seat of his fair burden.

chignons can be purchased as high as two hun-dred and filly francs. Chignons of red or flaxen hair, which comes chiefly from Scotland, are the most expensive. When the hair arrives at the manufacturer's, which it does in large eachs holding something like a couple of hundred-weight each, it is thoroughly washed in hot water until every particle of grease is removed from it; if then has a final bath of potash, and when carfording dry a massed through common when perfectly dry is passed through common

flour, "The number of chignons exported from France to England during the past year was eleven thousand nine hundred and fity-four, in sufficient addition to which there was exported a sufficient quantity of hair for seven thousand chignons, to be made up in England. The total value of the exports of hair and chignons from France during 1865 amounted to 1,206,605 francs, or upwards of £45,000 sterling. England took the largest quantity, and the United States figure next on the list."

GOVERNMENT SALES.

LARGE SALE OF DAMAGED AND CON-DEMNED QUARFERMASIER STORES.

Assistant Quartermaster's Office. NO. 1189 GIRARD STREET, PHILADELPHIA, JABUARY 19, 1987. Will be sold at public auction, on account of the United states, at Government Storshouse, HANO-VER Street, Philadelphin, Pa., on FRIDAY, Janu-

tinued from cay to day un	A. M., and will be con- til all are sold, the follow-				
Quartermaster Stores, viz	amaged and Condemned				
Anchois,	Steamer Castings,				
Axes.	Salvanized Iron,				
	Anserted Iron,				
Saddle Blankets,	iron Pipe,				
Brushes,	Lead Pipe,				
Pendant & rms,	Gas Pipe,				
	Assorted Locks,				
Burners,	Scales,				
Saddle Bags,	Gum and Leather Hose,				
Water Buckets,	Cooking Hanges and				
Chairs,	Stoves,				
Bath Tubs,	Heating Stoves,				
Mule Collars,	Acmy and Express Wa-				
Cylinders,	gons.				
Spades,	gons, Wagon Spokes.				
Batchets,	Wheelbarrows,				
Horse Shoes,	Tables,				
Harness,	Desks,				
Halter and Breast Chains,	Wrenches,				
Halters and Chains,	Whips,				
Ambulance and Wagon					
Felloes,	Also a large assortment				
Wagon Bows,	of various fools, felo-				
Brass Cocks, assorted,	graphic instruments,				
Iron Bedsteads,	etc, etc.				
Boilers,	ere, erer				
	moved within five (5) days				
from day of sale.	motor annual at a following a				
	lahed upon application at				
this Office.	control of our set. To see server as				
Terms-Cash, in Govern	ment funds.				
	Her-General GEORGE H.				
	artermaster-General U. S.				
Army.					
nonerig t	HENRY W. JANES,				
1 19 5t Capt. and A. (2. M. Byt Mal, U. S. A.				
4.000					
PROPO	DSALS.				
N A V Y S	UPPLIES				
13					
NAVY I.	HPARTMENT,)				
BUHEAU OF PROV	ISIONS AND CLOTHING, }				
Et anno 1999 a la transmissione de la compañía de la	January 12, 1867.				
Soparate Proposals, sea	led and endorsed "Propo-				
sais for Mavy Supplies,"	' will be received at this				
Dureau until 2 o'clock of	TUESDAY, the 12th day				
of February next, for fu,	mishing and delivering at				

be represented States Navy Yards at New York and Boston, on or before the 1st day of April next, the quantities of the different articles specified in the quantities of the different articles specified in the following list; two thirds to be delivered at New York and one-third at Boston, viz.:--New Navy Beel, 3000 barrels, per barrel, Nice, 100,000 pounds, per pound, Dried Apples, 100,000 pounds, per pound, Sugar. 2:0,000 pounds, per pound, Tea, 40,000 pounds, per pound, Coffee, 100,000 pounds, per pound, Beans, 5000 bushels, per bashel, Molasses, 20,000 gallons, per gallon.

Molasses, 20,000 gallons, per gallon. Vinegar, 20,000 gallons, per gallon. Bids will be received for one-courth, one-half, three-fourths, or the whole of the quantities named, and those only will be accepted which are considered for the advantage of the Government. All the articles contained in the above list must be equal to the Navy standard, and pass the usual transector.

inspection

For a description of the articles and the packages to contain them, bidders are referred to the samples at the said Navy Yards; and for information as to the laws and regulations (in pamplet form) reward-ing contracts, to the offices of the Commandants and Paymasters of the several Navy Yards.

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PROPOSALS CA.

PROPOSALS PROPOSALS FOR ARMY TRANSPORTA-QUARTERMARTER GENERAL'S OPPICE. MARINATON, D. C., JANNARY 15 (1867) MARINATON, JANNARY 15 (1867) MARINATON, D. C., JANNARY 15 (1867) MARINATON, D. C., JANNARY 15 (1867) MARINATON, JANNARY 15 (1867) MARINATON, JANNARY 15 (1867) MARINATON 16 (1867) MA

From Fort Union or such other depot as may be established in the Territory of New Mixico, to any posts or stations that are or may be established in that letritory, and to such posts or stations as may be designated in the Territory of Arizona, and in the State of Texas west of longitude 105 degrees.

Gegrees. ROUTE No. 4. From St. Paul, Minnesota, to such posts as are now or may be established in the State of Minnesota, and in that portion of Dakotah Territory iving east of h. Minnesota, and an that portion of the state of the sta the Missouri river. The weight to be transported during the year will not exceed, on Route No. 1, 30,000 0000 pounds; on Route No. 2, 20,000,000 pounds; on Route No 3, 3 000,000 pounds; and on Route No. 4, 3,500,000

Proposals will be made for each route separately . Bidders will state the rate per 100 pounds per 100 miles, at which they will transport the stores in

 100 miles, at which they will transport the stores in each month of the year, beginning April 1, 1867, and ending March 31, 1868.
 Bidders should give their names in tull, as well as their places of residence, and each proposal should be accompanied by a bond in the sum of ten thousand (\$10,000) doitars, signed by two or more responsible persons, guaranteeing that in case a contract is awarded for the routo mentioned in the contract is awarded for the routo mentioned in the sum of the provents. the proposal to the party propositio, the contract will be accepted and entered into, and good and sufficient security furnished by said party in accord-ance with the terms of this advertisement. The contractor will be required to give bonds in the following amounts:

0	n	Reute	No	1,	\$250,0	00.
0	TR.	Route	No.	2.	\$200.0	100.

On Route No. 3, 8100,000, On Route No. 4, 850,000. Satistactory cyldence of the lot alty and solvency of each bidder and person offered as security will be required.

required. Froposals must be endorsed "Proposals for Army Iransportation on Route No. 1, 2, 3, or 4," as the case may be, and none will be entertained unless they fully comply with the requirements of this ad-vertisement

The party to whom an award is made must be prepared to execute the contract at once, and to give the required bonds for the faithful performance of

The contract. The right to reject any and all bids that may be

offered is reserved.

The contractors on each route must be in readi-ness for service by the 1st day of April 1867, and will be required to have a place of business or avency ap be required to have a place of business or avendy as which he may be communicated with promptly and readily for Route No. 1 at Omana, N. T.; for Route No 2 at Fort Riley, Kansas; for Route No. 3 at Fort Union, New Mexico; for Route No. 4 at Saut Faul, Minnesota, or at such other point for each of the reveral routes as may be indicated as the starting point of the route.

Beveral routes as may be indicated as point of the route. Blank forms showing the conditions of the con-iract to be entered into for each route can be had on application at this office, or at the office of the Quar-ternisster at New York, Saint Louis, Fort Leaven-worth, Omsha, santa Fe, and Fort Suching, and must accompany and be a part of the proposal. By order of the Quartermaster-General. 1 19:F28] AcLEXANDER BLISS,

Grevet Colonel and Assistant Quartermaster, U.S.A.

PROPOSALS FOR CONTINUING DELA-WARE BREAKWATER. UNITED STATES ENGINEER OFFICE, No. 209 SOUTH SIXTH STREET. PHILADELPHIA, JANUARY 7, 1897. Sealed Proposals, in duplicate, with a copy of this advertisement attacted to each, will be received at this office until the 21st of February, 1867, for stone to the amount of \$67,000 (sixty-seven thousand dol-bara) for the Dolaware Breakwater.

ints), for the Delaware Breakwater. The stone to be of the hardest and most durable junlity ; the delivery to commence on or about the 5th of May, and to be completed by the 15th of tember, and the weekly delivery to be as nearly

BAILROAD LINES. RAILROAD LINES.

E A D I N G R A I L R O A D GREAT TRUNK LINE. M JULIADELFHIA TO THE INTERIOR OF NNAL ADELFHIA TO THE SCHUTIKHL. SUBQUE NNAL COMPERSION AND WYOMING VAL NALAS. STER ARRANGEMENT OF PASSENGER TRAINS, OCODER 5,1803, STER ARRANGEMENT OF PASSENGER TRAINS, OCODER 5,1803, TOWHILL SUBJEC, PHIMACIPHIA, at the following TOW HILL SUBJEC, PHIMACIPHIA, at the following TOW HILL SUBJEC, PHIMACIPHIA, at the following TOW HILL SUBJEC, PHIMACIPHIA, AND THE AND THE TOW IN A SUBJECT OF THE SECOND AND THE AND THE SCHUTCHER AND THE AVENUE AREAS OF A SUBJECT OF THE SECONDAL SUBJECT OF THE SE TOM JUILADELPHIA TO THE INTERIOS OF FFANATIANIA, THE SCHUTIKHIL, SUBQUE-HANNA, CUMBERLAND AND WYOMING VAL-LEAS, THE ROBTH, NORTHWEST, AND THE CANADAS.

hours :--

Arrow A. M., for Reading and intermediate Stations, MORNING ACCOMMODATION, At 7:00 A. M., for Reading and intermediate Stations, Returning, leaves Reading at 6:30 P. M., arriving Philaostphia at 9 10 P. M. MORNING EXPRESS, At 9:15 A. M., for Reading, Lebanon, Marrisburg, Potts-the, Pringrove, Tamaqua, Sunbury, Williamaport, Harrisburg, Pottston, York, Carlisle, Chambersburg, Harrisburg, etc., at HEADING with East Pennsyl-valle Kalfroad trains for Allentown, etc., and the Lebanoc Valle Kalfroad trains for Allentown, etc., and the Lebanoc Valle Kalfroad trains for Allentown, etc., and the Lebanoc Valle Kalfroad trains for Allentown, etc., and the Lebanoc Valle Kalfroad trains for Allentown, etc., and the Lebanoc Valle Kalfroad trains for Allentown, etc., and the Lebanoc Valle Kalfroad trains for Allentown, etc., and the Lebanoc Kater trains for Northumberland, Williamsburg, Lock Have trains for Northumberland, Williamsburg, York Chambersburg, Pringerove, etc.. AFTELNOON EXPRESS

AFTERNOON EXPRESS Leaves Philadelphia at 8:30 P. M. for Reading Polts-ville, Harrieburg, etc., commercing with Reading and Commista Railroad rains for Columbia, etc.

mington, Leave Philadelphia at 12:30, 4:00, 6, and 11:30 (daily) P M. The 3:00 F. M. train econocts with Delaware Raircad for Milford and intermediate stations. The 5 P. M. train runs to New Castle. Leave Withington at 7:15 and 8:30 A. M., 3 and 6:30 (daily) F. M. Columbia Railrond rains for Columbia, etc. READING ACCOMMODATION Leaves Reading at 650 A. M., stopping at all way ste tions, arriving at Philadelphia at 0.40 A. M., Returning, heaves Philadelphia at 4.00 P. M.; arrives in Reading at 750 P. M. Trains for Philadelphia isave Harrisburg at 810 A. M., and Potisville at 845 A. M., arriving in Philadelphia at 1.00 P. M. Afternoon trains have Harrisburg at 210 P. M., Potisville at 245 P. M., arriving in Philadelphia at 6.65 P.M. HARRISBURG ACCOMMODATION Leaves Reading at 750 A. M., arriving in Philadelphia at M. Connecting at Results with Afternoon Accommo-dation south at 6.30 P. M., arriving in Philadelphia at 910 P. M. SAUSJ F.M. FROM BALTINORE TO PHILADELPHIA. Leave Ball more 725 A. M., Way-mail, 925 A. M., Xpross, 150 P. M., Express, 655 P. M., Express, 825 N., S. Sprøss, Tr.m Baltmore to Havre de Grace and intermediate concentration of the second se

Market train, with passenger car attached, leaves Phila

Fram Baltimore to Havre-de Orace and intermediate stations at 4:0P. M. TRAINS FOE BALTIMORE. Leave Chester at 4:49 and 3% A. M., and 3:33 P. M. Leave Willington at 10:00 and 9 40 A. M., and 3:33 P. M. Leave Willington at 10:00 and 9 40 A. M. and 3:33 P. M. Leaves Baltmore at 8:25 P. M., scopping at Havre-de-Grave, Perryville, and Wilmington. Also stops at Elston and Newark to take passengers for Fulladelphils and leave passengers from Washington or Baltimore, and Chester to enve passengers from Washington. Through Tickets to all points West, Bouth, and South-west, may be produced at Ticket Office, No. 525 Cheanut wreet, to foil Continential Hotel. Persons purchasing incidence by Graham's Baggage Express. The M. K. K. M. K. Superintendent. Market fram, with passenger est attached, leaves Phila-deiphis at 1245 noon for Reading and all way stations Leaves Reading at 11:00 A. M. and Downingtown at 12 3: P. M., for Philadelphia and all way stations All the above trains run daily, Sundays eccepted. Striday trains leave Patieville at 500 A. M. and Phils deiphia at 315 P. M. Leave Philadelphia for Reading at 0 00 A. M., returning from Reading at 4 55 P. M.

CHESTER VALLEY BAILROAD. Passengers for Downington and Intermediate points take the 7-20 and 8-15 A. M. and 4-20 P. M. trains from Philadelphia, returning from Downingtown at 7-00 A. M. and 12-30 noon.

and 12:30 noon. NEW YORK EXPRESS FOR PITTEBURG AND THE WEST LOAVON New York at 7 and 9 A. M. and 8:00 P. M., passing Reading at 1:05 and 11:56 A. M. and 1:48 P. M., and con-necting at Harrisburg with Pennsylvants and Northern Central Hairosde express trains for Pittsburg, Chicago Wilhamsport, Eimira, Baltimore, etc. Returning, express train leaves Harrisburg on arrival o the Pennsylvania express from Pittsburg at 5 and 5:05 A. M. and 2:13 P. M., passing Reading at 4:49 and 10:52 A. M. and 11:30 P. M., and arriving in New York at 10 A. M. and 2:44 P. M. Steeping cars accompany these trains through between Jersev City and Pittsburg, without charge 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 Herrisburg leaves New York at 12 M. SCHUYIKHLL VALLEY RAILROAD. Traine leave Portaville at 7 and 11:50 A. M., and 7:15 P M. resultang from Tamaqua at 7:35 A. M. and 1:40 and 1:15 P. M.

nt, Reading :-- COMMUTATION TICKETS.

At 25 per cent. discount, between any points desired, for amilies and firms. MILEAGE TICKETS. Good for 2000 miles between all points, \$52.50 each, for

Good for Show mices between all points, \$52'50' each, for families and firms. For three, six, mine, or tweive months, for holders only, to all points, at reduced rates. CLERGYMEN Reading on the line of the road will be furnished cards onithing theimselves and wives to tickets at half fare. EXCURSION TICKETS From Philadelphila to principal stations, good for Batur-cey, Sunday, and Monday, at reduced fare, to be had only at the Troket office, at THINTEENTH and CALLOWHILL Streets.

at the Traket onice, at THINTEENTH and CALLOWHILL Streets. FREIGHT. Goods of all descriptions forwarded to all the above points from the Company's Freight Depot, BROAD and WILLOW Streets. FREIGHT TRAINS Leave Fhiladelphia daily at 5450 A. M., 1245 noon, and 6 P. M., for Reacing, Lebanon, Harrisburg, Pottsville, Fort Clinico, and all points forward. MAILS Close at the Philadelphia Fost Office for all places on the road and its branches at 5 A. M., and for the principal tations only at 345 F.M. FOR NEW YORK.-THE CAMDEN AND amboy and Philadelphia and Tronton Eallroad Com-pany's Lines FHOM PHILADELFILA TO NEW YORK and Way Finces, from Walnut Street Wharf, will leave sa follows, viz. .-

FREIGHT LINES FOR NEW YORK AND follows, viz :--At 6 A. M., vis Camden and Amboy, Accommoda-all the Stations on the CAMDEN and AMBOY and meeting Ballroads, INCREASED DESPATCH. HE CAMDEN AND AMBOY RAHLROAD AND THE CAMDEN AND AMBOY RAILROAD AND THANSPORTATION COMPANY FREIGHT LINES for New York will leave WALNUT Street Wharf at 6 o clock P. M. daily (Sundays excepted). Freight must be delivered before 45% o'clock, to be for-warded the same day. Meturning, the above lines will leave New York at 19 meon, and 5 and 6.P. M. Freight for Trenton, Princeton, Kingston, New Brans-wich and all polymon the Counter and Avalor Hallwood. and Emigrant, 2d class. . . . for Mount Holly, Ewans-ville, Pemberton, Birmingham, and Vincentown, and at 6 A. M. and 6 P. M. for Freehold, At 6 A. M. and 2 P. M. for Freehold, At 0 A. M. and 2 P. M. for Freehold, At 6 and 10 A. M. 1, 4, 5, 5, and 12:30 P. M. for Fish House, Falmyrs, Elverton, Progress, Delanco, Beverly, Edgewater, Hullington, Filtence, Bordentown, etc. The 10 A. M. and 4 P. M. lines ran direct through to Tranton. The I F. M. Market Line will leave from foot of Market sterict, unar Ferry. Incon, and s and o P. M.
 Freight for Trentom, Princeton, Kingston, New Branswick, and all points on the Camden and Amboy Railroad; also, on the Beivider, Dolaware, and Flemington, the New Jersey, the F. eshols and Jamesburg, and the Burnington and Mount Holly Ballroad, exceeded and forwarded up to 1 P. M.
 The Beividere Delsware Railroad connects at Phillips hurg with the Lehigh Valley Ballroad, and at Manunkann with all points on the Delaware, Laskawanns and Western Eathroad, forwarding to Syracuse, Buffalo and other Points in Western New York.
 The Western Eathroad connects at Elizabeth with the New Jersey Contral Railroad, and at Newark with the Morris and Easex Haltroad.
 A alp memoraneum, specifying the marks and numbers, alphers and consignees, must, it every instance, be sent with each load of goods, or to receit will be given.
 N. B.-Increased facilities have been made for the transjortation of live stors. Drovers are invited to try the route. When stock is turnished in quot two of Fortiesh aret, near the Drove Tard, T at Lor No. 1, North Hiver, as the slippers may designate at the time of anigment. For terms, or other information, apply to Maltreas of Stores, Drovers Ambourt, 115
 No. 225 5, DELAWAREE Avenue, Philadelphia. The I F. M. Market Line will teres from 1991 of Market steret, class Ferry. LINES FROM KENSINGTON DEPOT WILL LEAVE At 11 A. M., 450, 646 F. M., and 12 F. M. (Night), via Kensington and Jersey City Express Lines, for 8500. The 545 F. M. Line will rendaily. All others Sundays

RAILFOAD LINES.

NEW AND SHORT ROUTE TO THE OIL

- NEW AND SHORT ROUTE TO THE OIL. ELGON.
 WARPERS AND ALARY TO RALEWAR.
 WARPERS AND ALARY TO RALEWAR.
 Trains will be used to rear an offerse and the rear and offerse and the rear and offerse and the rear an

- Natherson, and plang as all regions and solve to be builded and with Bolaware Hashoad at Wilminigton for Orisheid and interveelate stations.
 Express Train at I 45 A. M. (Bundays excepted), for Baltimore and Washington, itopping at Chester, Claymoni, Wilminigton, Newark, Elikton, Northeast, Ferryville, Havro-de-Grace, Aberdeon, Perryman's, Edgewood, Magnola, Conset's Run.
 Might Express at II P. M. (Gally), for Baltimore and Washington, Stewark, Elikton, Northeast, Ferryville, Havro-de-Grace, Aberdeon, Perryman's, Edgewood, Magnola, Conset's at Wilmington with Delaware Railroad in effective and Washington, Scaword, Sallsbury, Princess Anne, and connecting at Cristeled with Boat for Norfolk, Performanta, and the Sonth.
 Passingers by Boat from Baltimore for Fortross Monore and Norfolk will take the 1144 A. M. train.
 WILMINGTON ACCOMMODATION TRAINS, Stopping at all Stations between Fhiladelphia and Wilmington.

and and arrive at On City at 1760 A. M., or 22 hours from he time of a sering. Teasengers leaving Eric at 10 25, reach. On City at 450 . M., or one stop at Tulloute and return to Eric sameday. Chasengers is a ring On City at 1500 A 55, arrive at Phine eliptics at 760 A. M. next day, or at Eric at 4500 F. M.

mis day. Passengers leaving Off City at 12 50 P. M., arrive at Eria at 696 P. M. rame atternoon, or at Philadelphia atternoon

at order M. Hand Arternation after arrival of trains on All trains south serve Irvinoton after arrival of trains on Fluence plan and Eric Railroad, connect at Oleopais for Fithele, and at Oli Ciry with trains for Franklin and other

beints. All trains North leave Oil City after arrival of train from Frankfin, come clung at Ocopolis with trains for Pthole, and at hyperbo, with trains bound och East and West on F. & E. R. R. NATHANIEL F. HORART, General Supermiendent. Warren and Franklin Radroads.
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 Concrete Supermitteded.

 i
 Warren and Franklin Radiroads.

 NEW AND SIGNIT LIRECT ROUTE TO THIS OLD ALL SUGNAS.
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 NEW AND SIGNIT LIRECT ROUTE TO THIS OLD ALL SUGNAS.
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Agent. The Antipart of the second sec

M. Passengers by fills train can take the Lehigh Valley train, massing "ethilation at 12.35 P. M., for 8 aston and points on New Jersey Central Railroad to New York.
 At B.A. M.- Accommodation for Doylestown stopping at all intermediate stations. Passengers for Willow Crove. Hatberof, and Hartsvillo, by this train, take the stage at Old York road.
 At 10:16 A.M. - Accommodation for Doylestown, stopping at all intermediate stations.
 At 10:16 A.M. - Accommodation for Doylestown, stopping at intermediate stations.
 At 2:35 F.M. - Accommodation for Doylestown, stopping at intermediate stations.
 At 2:35 F.M. - Accommodation for Beshehem and principal stations on the North Resenters take Stage at Doylestown for New Gope.
 At 3:45 P.M. - Evening 'Express for Beshehem and principal stations on the North Resenters take Stage on New Jerser (Difference) and Hairoad, take New Jerser Contral train al Easton, which arrives in New York at 19:45 F.M. Passengers for Summerview take Stage on New Jerser Contral train al Easton, which arrives in New York at 19:45 F.M. Passengers for Summerview take Stage at Korth Wales, and for Nazareth at Bethiehem, and for Greenview at Contral train al Easton which arrives in New York at 19:45 F.M. Passengers for Summerview take Stage at Korth Wales and for Greenview at the Stage at North States and for Greenview at the P.M. Passengers for Summerview take Stage at North States and for Greenview at the P.M. Passengers for Summerview take stage at North States and For Accommodation, for Doylestown stop.

Males, and for Nazareth at Bethlehem, and for Green-ville at Quakartown.
 At 426 P. M. - Accommodation, for Doylestown stop-pmg at all intermediate stations. I assangers for Wi low Grove, (Hatboro), and Bar sville take stage at Ahmg-ton; for Lumberville at Doylestown.
 At 520 P. M. - Through accommodation, for Bethle-hew and all stations on unain line of North Pennsylvania Raircoad, connecting at Bethlehem with Lehigh Valley I vening Train for Allentown, Mauon Chunk, etc.
 At 020 P. M. - Accommodation for Fort Washington.
 At 020 P. M. - Accommodation for Fort Washington.
 At 130 P. M. - Accommodation, for Fort Washington. TRAINS ARNIVE IN FHILA DELIVITA
 From Bethlehem at 915 A. M., 236 and 840 P. M.
 230 P. M train makes direct connection with Lehigh Valley trains from Easton. Wilkesbarre, Mahanoy City, and Hazleton.

Passengers leave Wilkerbarre at 139 P. M. connect at other at 6 15 P. M., and arrive in Philadelphia at

Bethlehem at 6 15 P. M., and arrive in Philadelphia at 5 40 P. M. From Doviesiown at 8 35 A. M., 5 '5, and 7 05 P. M. From Lemadale at 7 30 A. M. From Fort Washington at H 50 A. M., and 3 05 P. M. ON SUNDAYS. Philadelphia for Bethlehem at 9 39 A. M. Fhiladelphia for Doviesiown at 2 25 P. M. Doviesiown to Philadelphia at 7 20 A. M. Bethlehem to Philadelphia at 7 20 A. M. Fifth and sixth streets passenger cars convey passen-gers to and from the new depot. While carss of "second and Third streets line and Union line ran within a short distance of the depot. Tickets must be procured at the Ticket Office, in order to secure the lowest rates of large

to secure the lowest rates of fare ELLIS CLARK, Agent.

Bagsage at the Depot O flice, No. 113 South THIRD Street.

Hillman's Baggage Express will call for and deliver

DITTSBURG, COLUMBUS, AND CINCIN NATI RAILROAD COMPANY. THE PAN HANDLE ROUTE WESTWARD. Owing to the great distance saved by THI4 B JUTE, 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 Mail 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 CINCINNATI, INDIANAPOLIS, CARG, AND
 ST. LOUIS, ONE TRAIN IN ADVANCE OF ANY
 OTHAR LINE.
 Fastine at 1240 M. Passengers by this train take supper at Altoona; can take state room sleeping cars.
 Fastine at 1240 M. Passengers Can take sleeping through to Coshocion, affording an Gabroken night's reat.
 Night Fxpress II P. M. Passengers can take sleeping cars through to Choinati with but one change? By this line you have the advantage of contor, and pica sup or the bury of ladies travelling alone, and ramilies and with churden, by this routs between Philadelphia and with churden, by this routs between Philadelphia and all the principal points West and South.
 Ee sure to purchase tickets "VIA STEUBEN-ELE." at YANNA RAILROAD OFFICE.

Ee sure to purchase lickets "VIA EREDISES-VILLE," at PENNSYLVANIA RAILROAD OFFICE. DENNSYLVANIA RAILROAD OFFICE. PENIAdelphia. E.F. SCULL Geveral Ticket Agent Steubenville. O. JOBN B. MILLER, General Eastern Passenger Agent, General Eastern Passenger Agent, JOHN DURAND, General Superintendent. Pennsy vania Bailroad Office. No 631 Chesnut street, and Thirtietn and Market streets West Philadelphia. f

And Thirtietn and Mark et streets West Philadelphia, f CAMDEN AND ATLANTIC RAILBOAD. WINTER AMRANGEMENT Leave Vine Street Forty daily, as follows (Sundays excepted):= 730 A. M. Atlantic Accommodation. 545 P. M. Atlantic Accommodation. 545 P. M. Atlantic Accommodation. 5540 P. M. Atlantic Accommodation. 5540 P. M. Junction Accommodation. 5540 P. M. Atlantic Accommodation. 640 A. M. Junction Accommodation. 640 A. M. Lappo NELLD ACCOMMODATION TEAINS 1. Apple Street ferry daily at 10-15 A. M. and 2 P. M. Lappo Street ferry daily at 10-15 A. M. and 2 P. M. Leave Haddouffeld at 1 and 3 15 P. M. JOHN G. BRYANT, Agent

1.15

and Hagleton

FABL

excepted. 1 756 and 11 A. M. S. 3730, 4 30, 5, and 6 45 P. M. and 12 Michight, for Bristol, Trenton, etc.; and at 10 15 A. M.

for Bristol, for Bristol, 1730 and 1915 A. M., 3, 430, 5, and 12 P. M., for Schenck's it 1645 A. M., 3, 5, and 12 P. M. for Eddington, 1740 and 1915 A. M. 3, 4, 6, 6, and 12 P. M. for Corn-well's, Torresdule, Holmesburg, Tacony, Bridesburg, and Frankford, and at S P. M. for Holmesburg and Inter-

PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD. On and after THURSDAY, November 1, 1886, until fur-

ther notice.

ther notice. FOR GERMANTOWN. Leave Fhiladelphia 6, 7, 8, 9, 10, 11, 12 A. M., 1, 2, 3 M, 63, 4, 5, 54, 6 (10, 7, 8, 9, 10, 11, 12 P. M. Leave Cermantown 6, 7, 7M, 8, 820, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 54, 65, 65, 7, 8, 9, 10, 11 P. M. The 8 to down train, and 3M and 5M up trains will not stop on the Germantown Branch. ON SUNDAYS.

b minutes P. M.
 FOR CONSHOHOCKEN AND NORRISTOWN.
 Leave Pinadelphia 6,8 35 1195, minutes A. M., 15,3,
 4)2, 5)3, 634, 5'65 minutes, and 135 P. M.
 Leave Norristown 5'40,7,7'50 minutes, 9,11 A. M., 15

ON SUNDAYS,

ON SUNDAYS. Leave Philadolphia 9 A. M., 25; and 6M P. M. Leave Manayunk 7% A. M., 25; and 9 P. M. W. S. WILSON, General Superintendent, 1 15 Depot NINTH and GREEN Streets

6 10 F. M. -Through Freight for New York; passenger car attached.
 Freight rocsived in Philade phia at the Company's warehouse. No. 229 N. DELAWARE Avenue, until 5 0'clock P. M. reaching New York early next morning.
 Freight boal leaves Fier No. 32, North river, New York, not or DUANE Street, daily, Sundays excepted, at 5 P. M. reaching Fhiladelphia, and the 11 A. M. trais from New York, are discontinued.
 The 9 A. M. train from Fhiladelphia, and the 11 A. M. trais from New York, are discontinued.
 S. C. HASTY, General Freight Agent, Red Banz N. J. Superintendent, Red Banz, N. J. E. H. CHIPMAN Agent, No. 320 N DELAWARE Avenue, Philadelphia.

'good mouth without that quality, the pleasure of his rider will be very much curialled: the fact is, however, that ladies almost always possess that atmost indefinable excellence called hand, in a remarkable degree; and a horse will go kindly under a woman, which will prove an ungovernable brute when ridden by a man.

"3. Good legs and feet are indispensable, for the weight a lady's horse has to carry, and the pace ladies like to go, when on horseback, will soon tell a tale if there is any detect there; and he must, of course, be sound in his wind for the same reason

"If the above qualifications requisite for a lady's horse are combined with size and strength to fit him for his work, both horse and rider will appear to advantage. And now for a word of advice. Endeavor to sit as evenly as possible in the centre of the saddle, and as steadily as you can, without assuming an unnatural stiffness, which would spoil the effect of your appearance; and not to shake about in the saddle 1 11 1 1 your heads were only tacked to your shoulders, and your whole bodies were like an ill-made shape of jelly, always in motion from side to side. I do not recommend you to copy Mrs. M., who seems to have swallowed the poker; but try to acquire a graceful case of movement in unison with your horse. You, perhaps, have no idea how much the swaying to and fro of his rider adds to the fatigue and discomfort of your horse towards the end of the day's ride-how it occasions the saddle to shift, and, probably, pinch his withers, or form a raw under the canthe if it has moved back, and that is very duffi-cult to heal. Do not touch your horse, how ever slightly, with your whip, as it only teases him; but, if necessary, apply it vigorously if he is obstinate, lazy, or disobedient; and if the whip has not the desired effect immediately, then you can use your spur, but do not bring the latter into use unless absolutely required."

Concerning "Waterfalls."

A correspondent of the Pall Mall Gazette gives information which will be comforting to many woment-

"Ladies who wear chignons will be glad to know that it is not true that the hair for chignons is procured from the corpses of people e'in hospitals and other public institu-When death ensues the halr becomes who die tions. brittle, and cannot be curled and twisted into form. Marseilles is the great entrepot for the trade in human hair, more than forty thousand pounds weight of this commodity being im-ported there annually, chiefty from Italy, and more particularly from Sielly, Naples, and the States of the Church, while a moderate quantity comes from Spain and certain departments of France. The French provinces which yield the largest supply are Builtany and Auvergne, and buyers go round on market days, when the young demoiselle who wishes to dispose of her locks mounts a wine cask, and, unloosening her headdress, showers down her hair. An active bidding follows. As the weight of hair in an ordinary chignon does not exceed three ounces and a half, the annual quantity imported into Marseillesislone would be sufficient for upwards of one hundred and eighty thousand headdresses. A large quantity of the hair arriving at this port is there made up and re-exported to Algeria and Spain. The hair-dressers of Marseilles, all of whom are more or less engaged in the chignon trade, are some-thing like four handred in number; of these, four large houses manufacture among them fiftyfive thousand chignons annually for home consumption alone, thirty thousand of which are sent into the interior, while the remaining twenty-five thousand are disposed of in Mar-

seilles and the suburbs, "One Parialan house in the Passage des Petits Peres retails no less than fifteen thouand chignons annually, at prices averaging from twelve to seventy france each, although

imported articles will be received in board free from duty, and no internal revenue tax will be chargeable upon any of the above articles, Every offer must be accompanied by a written guarantee signed by one or more responsible per-sons, to the effect that he or they indertake that the bidder or bidders will, if his or their bid be ab-cented enter into an obligation within five days. cepted, enter into an obligation within five days, with good and sufficient survives, to turnish the supplies proposed; the competency of the ruarantee to be certified by the Paymaster, District Attorney,

or Collector of the Customs. No Fronosal will be considered unless accompanied by such guarantee, and by estistationy evidence that the biddet is a regular dealer in the articles, and mathe license required by the Act of Couvress H. BRIDGE,

1 14 m4t Chief of Burgau. G OVERNMENT SALE.

The property known rs the GOVERNMENT TANNERY AND STEAM SAW MILL, with seventy-five acres of land, near SAN ANFONIO

Texas.

Scaled proposals, in duplicate, will be received up to the first day of March, 1867, for the purchase of 75 acres of and, more or less, together with the buildings erected thereon, and the appartenances appertaining, that is to say :-One Tannery, containing twelve stone lime vats,

fifty-two wooden vats, seven stone pools, and capable of tanning 15.000 hides per annum. One Steam Saw Mill, capable of sawing 3000 feet

of lumber daily. One small Stone Building. The above property is situated about two miles above San Antonio, on the San Antonio river, and the water is conducted to the establishment by a race of hewn stone, laid in cement. The land was purchased and improvements made by the late so called i ondersite Government and

by the late so called confederate Government, and

are estimated to have cost \$150,000 in gold. The property has been under leave for the year 1866, at a monthly rent of \$500, payable in advance A secured title in fee simple will be given by the

A secured title in ice shape and United States Government. Proposals will be marked, "Proposals for Govern-ment Tannery and Saw Mill," and addressed to J. B. KIDDOO, J. B. KIDDOO,

By't Maj.-Gen. Asst Com'n, Burcau R. F. and A 1117w L., Galveston, lexas.

DROPOSALS FOR CAVALEY HORSES .-

DEPOT QUARTERMASTER'S OFFICE, BALTINORE, Maryland, January 9, 1867. Sealed Proposals are invited and will be received at this Office unti: IHURSDAY, 12 o'clock M., January 24, 1867, for the delivery in the City of Bal-timore of lorty-eight (48) Cavalry Horses. The horses will be subjected to careful inspection before being necessful. They must be sound in all

before being accepted. They must be sound in all respects, well broken, in full flesh and good condi-tion, from fifteen to sixteen hands high, from five to nine years old, well adapted in overy way for

cavalry purposes. The atolity of the bidder to fulfil his agree-ment must be guaranteed by two responsible persons, which guarantee must accompany the persons, which guarantee must accompany the proposal. The horses must be delivered within twenty

(20) days from the date of acceptance of any pro-

The Government reserves the right to reject any or all bids. Payment to be made on completion of

contract. Bids will be endorsed "Proposals for Cavalry Horses," and addressed to the undersigned, Balti-

By order of the Quartermaster-General

A. S KIMBALL, Captain and A. Q. M., U.S. A, Depot Quartermaster.

1 11 11t CITY COMMISSIONERS' OFFICE. CITY COMMISSIONERS' OFFICE, PHILADELPHIA, JANUARY 19, 1867. Realed Proposals for BLANKS, BOOKS, STATION-EXY, and PRINTING required by ordinance of City councils, approved December 29, 1869. making an au-propriation to this Department for the year 1867, will be received at this office. No. 11 STATE HOUSE ROW, until 10 clock A.M. on MONDAY, January 28 1867, at which time said proposals will be opened, and the contract awarded to the lowest bilder. Printed schedules, on which the bids must be made of the articles regulated, will be immission spplication at the City Commissioners' Office. THOMAS DICKSON, DAVID P. WEAVER, HENEY CONNER, 11938 c City Commissioners.

o-stble uniform. Of the total amount of stone, four fif hs are recurred to he in blocks of not less than two tony, and ne-fifth in blocks of upwards of one-tourth of a

The stones will be subject to rigid inspection, and will be received or not, as the Engineer, or his agents shall find them to accord, or not, as to quality and size, with the above description,

Each bid must be guaranteed by two responsible persons, whose signatures should be append the guarantee, and who should be certified 10 88 being good and sufficient seen its, by the United states District Judge, Attorney, or Collector, or

other public officer. A reservation of ten per centum on partial pavnents will be made during the delivery of the

Envelopes to be endorsed, "Proposals for Stone barvelopes to be awater." for Delaware Breakwater." Bids will be opened at 12 o'clock M. on THURS-BAY, the 21st of February, 1307, and bidders are

avited to be present. For further information, apply at this office, C. SEAFORTH STEWART, 18 tuths 6w Msj. Eng. and Byt. Lt -Col.

RAILROAD LINES.

N EW FREIGHT ROUTE TO THE SOUTH AND SOUTHWEST, THE PHILADELCHIA, WILMINGTON AND BALTINORE AND DELAWARE HALLBOAD LINES to Cristicid, Maryindo, thence by the Great Southers Inland Stram Daviation, Company's Steamers to Nortock, Virginia, CONSECUTION WITH THE

CONNECTING WITH THE GREAT VIEGINALA AND TENNESSEE AIR-LINE BALLWAY, to Memphi, Nashvile, Atlanta, and all points South and Southwest This route offers advantages ov.r all competing trans-contation innos. Shippers by this Mae save both time the money

ion apply to

Agent Virginia and Tennessee & Ir Line Fallway, No. 411 OHESNUT Street, S. P. WILTBANK,

No. 629 CHESNUT Street

GLOBE EXPRESS COMPANY, OFFICE, NO. G LOBE EXPRESS COMPANY, OFFICE, NO. 630 MARKET Street. Philadelphia, November 19, 1865.—The Globe Express Company will toks day open its first line between New York, Philadelphia, Baiti-more, and Washington tor HEAVY FREIGHT AND PACKAGES. They will call for and deliver promptly at the follow-ing raise:-

They will call for and deliver promptly at the follow-ing rates :--For heavy freights to and from New York, 40c. per 100 hs.; Battmore, 60c. per 160 lbs.; Washingtor, 50c. per 100 lbs.; Ecorptown, 60c. per 100 ibs; Alexandria, 51 20 per 110 lbs. Fackages 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 South-west, as a till 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, C. C. PECHIN. Of Philadelphia, Treasurer.

THE ADAMS EXPRESS COMPANY, OFFICE, THE ADARS FARASS COMPART, OFFICE, No. 320 CHESNUT Street, forwards Parcies, Pack-ages, Merchandise, Bank Notes, and Specie, oither by its own lines, or in connection with other Express Com-panies, to all the principal fowms are dittes in the United states. 1 JOHN BINGHAM, Superintendent.

Frankford, and at S P. M., for Holmesburg and interneduce stations.
 At 10/16 A. M., S. 4. 5. 6. S. and J2P. M. for Wisslnoming. EEL VIDENE DELAWARES RAILEOAD.
 For the Delaware Raver Valley, Northern Pennsylvania, and New York State, and the Great Lakes. Daly (Sunonya excepted) from Kensington Depot, as follows: At 7 30 A. M., 5. 4. S. 6. S. Southern Pennsylvania, University of the State, and Lakes Construction of the State, and the Great Lakes. Daly (Sunonya excepted) from Kensington Depot, as follows: At 7 30 A. M. for Niagara Fails. Boffalo. Dunkirk, Cananding, Eindra, Ithaca, Owege, Rochester, Einghamton, Oawego, Syncuse, Great Bend, Montrose, Wilkesbarre, Beranton, Strondeburg, Water Gap, etc.
 At 7 30 A. M. and 3 30 P. M. for Belvidere, Easton, Lamberville, Flemington, etc. The 5 30 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethleben, etc.
 At 6 P. M. for Lamberville and intermediate stations. January 7, 1867.

1867 -PHILADELPHIA AND FRIE RAIL. 1867 -PHILADELPHIA AND FRIE RAIL. ern and Northwest Connies of Feinsylvania to the City of Erie on Lake Erie. It has been leased and is operated by the Feinsylvania Railroad Company. TIME OF PASSENGER: TRAINS AT PHILADELPHIA. Arrive Fastward - Erie Mail Train, 7 A. M.; Erie Express Train, 120 P. M.; Elmira Mail, 540 P. M.; Leave Westward - Erie Mail Train, 7 A. M.; Erie Express Train, 12 M. ; Elmira Mail, 500 A. M. Passanger cars run through on the Erie Mail and Express trains without change both ways between Philadelphia and Erie.

trains without change both ways between Philadelphia and Erie.
NEW YORK CONNECTION.
Leave New York at 9 A. M., arrive at Erie 10:00 A. M.
Leave New York at 9 00 P. M., arrive at Erie 7:15 P. M.
Leave Erie at 5:00 P. M., arrive at New York 10:10. A M.
Edaye Erie at 9:10 A. M., arrive at New York 10:10. A M.
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Edaye Erie at 9:10 A. M., arrive at New York 10:10. A M.
Edaye Erie at 9:10 A. M., Balthout S. Erie; William Brown Agent N. C. K R. Balthore.
H. H. HOUSTON, General Freight Agent, Phila.
H. W. GWYNNER, General Sup., Williamaport.
11: A. L. TYLER, General Sup., Williamaport.

stop on the Germantown Branch. ON SUNDAYS. Leave Philadelphia P.M. A. M., 2, 7, and 105; P. M. Leave Germantown SM A. M., 1, 6, and 5% P. M. CHENNUT HILL BALLROAD. Leave Philadelphia 6, 8, 10, 12 A. M., 2, 3%, 5%, 7, 9, and 11 P. M. Leave Chesnut Hill 7:10 minutes, 8, 9:40, 11:49 A. M. P40, 3:40, 5:40, 6:40, 5:40, and 10:40 minutes P. M. ON SUNDAYS. Leave Philadelphia 19 56 minutes A. M., 2 and 7 P. M. Leave Chesnut Hill 7.50 minutes A. M., 12:40, 6:40, and 120 minutes P. M.

W EST JERSEY RAILROAD LINES, FROM

W EST JERSEY RAILROAD LINES, FROM foot of MARKET Street (Upper Ferry). LEAVE PHILADELPHIA AS FOLLOWS:-For Bridgeton, Salem, Milville, and all intermediate stations, at 8 A. M. Mail, 3'30 and 6 F. M. For Cape May, at 3'30 F. M. For Cape May, at 3'30 F. M. For Cape May, at 3'30 F. M. RETURNING TRAINS LEAVE woodbury at 7'15 and 8'40 A. M. and 4'64 F. M. Bridgeton at 7'05 A. M. and 3'00 F. M. Freight, 5'45 F. M. Milville at 6'50 A. M. and 3'00 F. M. Freight, 5'45 F. M. Milville at 6'55 A. M. and 8'08 F. M. Freight, 5'45 F. M. Milville at 6'55 A. M. and 8'08 F. M. Freight, 5'45 F. M. Cape May at 1'155 A. M. Passenger and Freight. Freight will be received at First Covered Wharf above Walnut street, from 9'00 A. M. until 5'00 F. M. That received before 7'00 A. M. wilk gothrongh the same day. Freight Delivery, No. 228 S. DELAWARE Avenue. 1'15 WILLIAM J. SEWELL, Superintendent. Leave Normstewn & Barry 19, 6%, and 8 P. M. 196554 P. M. train will stop at Falls, School Lane, Wis-196554 P. M. train will stop at Falls, and Conshottocken only sahickon, Manayunk, Spring Mills, and Conshottocken only ON SUNDAYS. ON SUNDAYS. Leave Philadelphia D A. M., 254 and 654 P. M. Leave Norristown 7 A. M., 5 and 854 P. M. FOE MANAYUNK. Leave Philadelphia 6, 8 36, 11 95 minutes A. M., 1 3, 554, 554, 655, 8 95, and 1154 P. M. Leave Manayunk 6 10, 75, 8 29, 954, 1154 A. M., 2, 5, 654, 658 P. M.

TOR NEW YORK, VIA RARITAN AND DELA-WARE BAY BAILROADS, -From Ferry foot o VINE Street, Philadelphia. 6 P. M. - Freight for New York, and points North or

11 A. M -- Way Freight.

1) A. M. --Way Freight. Goods delivered at Company's Depot, No 320 N. WHAEVES, Philadelphia, by S.P. M., will be tor-warded by this line, and arrive in New York at 5 o'clock next morning. Freight received at Pier No. 32 North River, N.Y., by 436 P. M., will be ready for delivery in Philadelphia early the following morning.

by 436 P. M., will be ready for delivery in Philadelphia carly the following morning. FARE TO NEW YORK, TWO DOLLARS, Ticket Office, Vine Street Ferry. For mrther information. apply to Company's Agents R. H. CHIPMAN, Freight Office and Depot, No. 320 N. WHARVES, Philadelphia. J. B. bURT, Pier No. 32 North River, foot of DUANE Street. New York. Or at General Freight and Passenger Office, Phila-delphia, No. 411 CHESNUT Street. WILLIAM N. CLAYTON. Superindendent, Red Bank, N. J. T. BRENT SWEARINGEN. General Freight Agent, Red Bank, N. J. T. BRENT SWEARINGEN.