THE STURGEON AND ITS CONGENERS. Next come the sturgeons. They are found in all the fresh waters of the northern world. They are common in the rivers which empty into the Arctic Ocean, or the continents of America, of Europe, and of Asia. The great rivers of Asia teem with varieties of sturgeons from Kamschatka to the Ural Mountains, and in our northern rivers, emptying into the Arctic Ocean and Baffin's Bay, they are equally numerous, and they are also found in some of the more southern rivers of the temperate zone; but nowhere in the tropics are they found. The sturgeon of the Mississippi descends as far as New Orleans, but does not enter the ocean, and this is the most southerly point the sturgeon has been known to visit. In Europe there has been a variety of the sturgeon found in the basin of the Danube and the Black Sea, but there are none in the Mediterranean. There are some found in the Chinese rivers, but none are found in those rivers which empty into the Indian Ocean or the Pacific, which bathes the southern shore of Asia, and none are found in the waters of South America. But while that family is entirely foreign to the tropics, South America has what may be called representative fishes —that is, fishes which ape the the sturgeon, without assuming all its characteristics. You have seen in the figure I have made here of the sturgeon, that it is characterized by the flatness of its mouth, and the position of the mouth underneath, and further, by the scales, or rather of the shales which cover their body, and which are arranged in five rows over the body, one row of large shales along the middle of the back, one row on each side along the middle line, and one row on each side along the lower line, and these shales are bone, hard, and often covered with enamel. Now while we have no sturgeon in the Amazon, we have a variety of fish akin to the sturgeon in some respects-the same flat head with the mouth underneath and the body covered with shales, but these shales occupy either the whole body in various combinations, or form only some rows in a different arrangement from the sturgeon, and all these fishes of South America differ from the sturgeon in having a solid bony frame instead of a cartilaginous one, which is character-Istic of the sturgeon. I may draw one or two to give you some idea of them. In the first place, the tail is not as symmetrical as it is in the sturgeon; then, the mouth is surrounded by broad flappers, which sometimes extend like a curtain from the mouth, and the dorsal fin may be very large. In some of them the anterior part is prolonged into a kind of width which extends far beyond the general outline of the fish. It may be, also, that sometimes the upper lobe of the tail is prolonged in this manner in the shape of a whip, and then we have the position of the ventrals and the pectorals, as in the other. HOW THEY CARE FOR THEIR YOUNG.

Now some of these fish have a singular mode of taking care of their youg. There is one species, which grows two feet or more in length, which lays its eggs in balls about the size of a large egg. It lays in holes. The fish itself burrows the holes in the banks. Suppose we have here a river bank, this being the lowwater level and this the high water level. Between the low water level and the high water level you can see, when the water is low, holes in the bank, which extend horizontally into the bank from two to three feet, and which, at the end, enlarge like a funnel. Here the fish comes to lay its eggs, and during the time the young are developing the fish comes frequently and rests its head over the young, surrounding them with the flappers of the mouth, and breathing, as it were, fresh air over them during the process of heaving and subsiding the gills. Others carry their young rolled up in these curtains of the gills, in a mass, tied up, as it were, between the folds of the gill, and the young remain in that way protected by these folds of the mouth, and are carried along until they are ready to hatch.

I have frequently caught fish with these bunches of eggs in the folds of their lips, and I have often raised some of them and been able to trace the changes which they undergo, and which show one singular feature, that in their young condition the tail end of the body of the young presents exactly that singular inequality which we have in the shark, and which we have in the sturgeon, and which, to say it in passing, is a feature common to all the fishes of the old geological formations; so that I may, without exaggeration, say that the form of the young of the fishes of the earliest days of creation resembles the form of the young of the fishes of our day in the most striking manner; which shows again what an intimate link there is, whether material or intellectual, throughout the creation, from beginning to end, from one point on the surface of the earth to the other. (Applause.) This family of mailed fishes goes by the name of ganoidian; and these are exclusively found in the fresh waters of the Amazon, replacing there the type of sturgeons which characterize the fresh waters of the northern hemisphere. By the side of that, we have another group, which is more blunt in form, and in which the scales are remarkable for being only two in each row-that is, there are only two scales, one row on each side, a sort of coat-of-mail, made up in this manner of broad plates, extending from the back to the middle of the line, and from that another row extending to the lower portion of the body, a small fin on the back, another under the tail, and the ordinary pectorals and ventrals there. (Illustrating on blackboard.) This fish is remarkable for the faculty it enjoys of leaving the water and walking a conriderable distance over the land. (Laughter.) Sometimes it is found three, four, and five miles from the water, and specimens have been brought to me which I have left on the ground for a day, and afterwards, when put back into water, they were as lively as if they had not been disturbed. That fish has another peculiarity; it builds a nest-(applause)-a arge nest, about the size of a man's hat, with hole leading into the interior, in which it deposits its eggs; and it is not only capable of creeping on even land, but it can creep on an inclined plane, and I have been told by very trustworthy persons that they are frequently found many feet above the water, on stumps of trees which have fallen down, the trunks o which are so inclined that the fish have reached the branches of the tree to such a height that the bird and the fish have more than once been brought down by the same shot, (Laughter and applause.) CONCLUSION.

After enumerating several other species of fish peculiar to the waters of the Amazon, Professor Agassiz closed as follows:-So that one of two things must be true: the fishes which inhabit different parts of the world have originated where they are, with all their pecu-Barities, or if they have a common descent, the changes they have undergone surpass all that which naturalists have thus far conceived posable in the way of change. In my next lecture I shall discuss with you the terrestrial animals of South America. (Applause.)

-Ristori has met with extraordinary success in St. Louis.

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	ASSETS OF THE COMPANY,	
\$100,000	November 1, 1864. United States 5 Per Cent. Loan,	
	United States 6 Per Cent. Loan	\$114,000:00
	1881	136,500*00
200,000	United States 7 3-10 Per Cent. Loan, Treasury Notes	
125,000	Cuy of Philadelphia Six Per Cent.	211,500'00
54 000	Loan (exempts)	126,562.50
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Company. 18,000'00 5,040'00 15,000 00 8,258\*25

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All A. M. Accommodation for Doylestown stopping

ley fram any neitherhem at 12 56 P. M. for a ston and points on New Jersey a entral life and to New York.

Al. A. M. - Accommodation for Doylestos a stopping at all intermediate stations. Passengers for Willow Stove, hathers' and Hisraville, by this train, take the Stage at Oil York road.

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At 25 F. M. - Accommodation for Dovlestown, stopping at all intermediate stations. Passencers take Stage at 1 by estown for New tope.

At 3 45 F. M. - Evening 1 kirras for Belli chem and criming stations on the North 1 emissivania Bailroad usking close connection at Bethichem with Lehigh Valley train for Ea ton, reaching there at 645 P. M. hissengers for Plainticid, Somerville, and other points on New Jersey (entral Kailroad, take New Jerse, Central at a taketom, which arrives in New Yerk at 10 45 P. M. Passengers or Sum beytown take stage at North M. Passengers or Sum nevtown take r age at North ales, and Lr Nazareth at Bethiehem, and for Green-Wales, and Lr Nazareth at Bethlehem, and for Greenride at Quakertown

At 4 26 F. m.—Accommodation, for Doylestown scoppling gt all intermediate sintions. I assengers for Willow
Greve (Haubore), and Baraville take stage at a bington; for Lumb rville at Doylestown.

At 5 2 F. M.—Through accommodation, for Bethlelon and all stallons on main the of x-orth Fennsylvania
kai road, cornectin, at Bethlehem with Lehigh Valey
i venius Trais for Alleitown, Bisuon Churk, etc.

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This Company are prepared to pay promptly for any 100s or damage that n.ay 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.

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

NAVY DEPARTMENT,
December 29, 1868

A Board of Medical Officers is now in session at the NAVAL ASYLUM, Philadelphia for the examination of candidates for admission into the Medical Corps of the Navy.
Gentlemen desirous of appearing before the Board
must make application to the Honorable Secretary
of the Navy, or to the undersigned, stiting residence, place and date of birth. Applications to be

accompanied by respectable testimonials of moral

character.

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

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

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

P. J HORWITZ, 1 8 tb10t Chief of Bureau. PASTEL PASTE! PASTE!

THE UNION PASTE AND SIZING COMPANY Manufacture a PATENT PASTE which only needs to

be known to be appreciated. It is always ready for use is warranted not to terment, and is so'd cheap. It is put up in barrels, half barrels, and boxes. KEITH & PICKETT.

SOLE AGENTS. No. 134 South WharvesRAILROAD LINES.

ANNAMESSIC ROUTE CARRYING THE UNITED STATES MAIL THE SHORTEST LINE TO ALL POINTS

SOUTH AND SOUTHWEST. PASSENGERS FOR Savannah, Augusta, Atanta, Macoe West Point, Montgomery, Mobile, and Weldon Ruleigh, Newbern, Charlotte, Witnington, Columbia, Charleston, NEW ORLEANS.

TO AVOID DELAY ASK FOR TICKERS NEW AND SHORT ANNAMESSIC ROUTE. Trains leave Depot of
PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILBOAD.
BROAD Street and WASHINGTON Avenue,
DAILY (saturday excepted) at 11 F. M.,
Artiving in Norfolk at 1 F. M., the following day,
FIVE HOURS SCIONER THAN BY ANY OTHER
LINE, and making close connections for all points

SOUTH AND SOUTHWEST!

For Tickets and all other information, apply at the Office of the Company. No. 522 CHESNUT Street, or at the Ticket Office of the Philadelphia, Wimbigson, and Baltimore Railroad, No. 828 CHESNUT Street. S. P. WILTHANK,

GENERAL AGENT. READING RAILROAD GREAT TRUNK LINE FROM PHILADELPHIA,
TO THE INTERIOR OF PENNSYLVANIA,
THE SCHUYLKILL, SUSQUEHANNA,
CUMBERLAND AND WYOMING
VALLEYS,

NORTH, NORTH WEST AND THE CANADAS. WINTER ARRANGEMENT OF PASSENGER TRAINS, OCTOBER 8, 1886.

Leaving the Company's depot at Thirteenth and Callowhiti streets, Philadelphia, at the following hours:

At 7:30 A. M. for Reading and all intermediate Stations. Returning, leaves Reading at 6:30 P M. Arrivesia

Returning, icaves Reading at 6:30 P M. Arrivesia Philadelphia at 9:10 P. M.

At 8:15 A.M. for Reading Lebanon, Harrisburg, Pottsville, Pine Grove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Allentowa, Wilkeabarre, Pittston, York, Carlisle Chambersburg, Hagerstown, &c.

Tols train connects at READING with East Pennsylvania Rallroad trains for Allentowa, &c., and with the Lebanon Valley train for Harrisburg, &c., at PORT CLINTON with the Catawissa Rallroad trains for Williamsport, Lock Haven, Elmira, &c., at HARBISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquebanoa trains for Northumberland, Williamsport York, Chambersburg, Pinegrove, &c., argus NOWN, EV PRESS.

HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquebanna trains for Northumberland, Williamsport York, Chambersburg, Pinegrove, &C. AFTERNOON EXPRESS

Leaves Philadelphia at 3:30 P. M. for Reading, Pottsville, Harrisburg, &C., connecting with Reading and Columbia Railroad trains for Columbia, &C.

READING ACCOMMODATION

Leaves Reading at 5:30 A. M., stopping at all way stations; arrives in Philadelphia at 8:40 A. M., Returning, leaves Philadelphia at 8:40 A. M., arriving in Philadelphia at 4:30 P. M.; arrives in Reading at 7:30 P. M., and Pottaville at 2:45 A. M., arriving in Philadelphia at 4:30 P. M., and Pottaville at 2:45 P. M. arriving in Philadelphia at 6:45 P. M.

Harrisburg accommodation leaves Reading at \$7:30 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 1:40 P. M.

Market train, with a passenger car attached, leaves Philadelphia at 1:40 nuon, for Reading and all way stations, leaves Reading at 1:30 and Downingtown at 12:30 P. M., or Philadelphia and all way stations.

All the above trains run dally, Sundays excepted.

Sunday trains leave Pottsville at 8:A. M., and Philadelphia at 3:15 P. M. Leaves Philadelphia for Reading at 8:A. M., Returning from Reading at 4:30 nuon. Passengers for Downingtown and intermediate points take the 7:30mand 8:15 A. M., and 4:30 P. M., trains from Philadelphia, returning from Downingtown at 7A. M. and 1:30 nuon. NEW YORK ENPRESS FOR PITTSBURG AND THE WYORK ENPRESS FOR PITTSBURG AND THE WEST.

Leaves New York at 7 and 9 A. M., and 1:48 P. M., passing Reading at 1:05 and 11:23 A. M., and 1:48 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express Trains for Pittsburg of Pennsylvania Express from Pittsburg, at 3 and 9:55 A. M., and 1:30 P. M., and arriving at New York at 10 A. M. and 2:45 P. M. Steeping cars accompany these trains through between Jersey City and Plusburg without change.

A mail train for New York leaves Ha

at 12 noon. SCHUYLKILL VALLEY RAILROAD. Trains leave Potsville at 7 and 1130 A. M. and 7 11 P. M., returning from Tamaqua at 7 36 A. M. and 140 and 4 15 P. M. L. AND SUSQUEHANNA RAILROAD SCHUY LKILL AND SUSQUEHANNA RAILROAD Trains leave Auburn at 7.50 A. M., for Pinegrove and Harrisburg, and at 1.50 P. M. for Pinegrove and Tremont. Returning from Harrisburg at 3.20 P. M., and from Tremont at 7.35 A. M., and 5.25 P. M.

Through first-class tickets and emigrant tickets to all the principal Points in the North and West and Canadas.

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

COMMUTATION TICKETS.

At 25 per cent. discount, between any points desired for families and firms.

MILEAGE TICKETS,

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

SEASON TICKETS,

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

Residing on the line of the road will be furnished with cards entitling themselves and wives to tickets at half price.

EXCURSION TICKETS.

From Philadelphia to principal stations, good for Saturday, Sunday and Monday, a treduced fares, to be had only at the Ticket office, at Thirteenth and Calowhill streets. FREIGHT,

Goods of all descriptions forwarded to all the above points from the Company's new freight depot, Broad and Willow streets.

FREIGHT TRAINS

Leave Philadelphia daily at 5'30 A. M., 12'45 noon, and 6 P. M. for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and all points beyond.

Close at the Philadelphia Post Office for all places on the road and its branches, at 5 A. M., and for the principal stations only at 2'15 P. M. lowhill streets.

PITTSBURG, COLUMBUS, AND CINCIN THE PAN HANDLE ROUTE WESTWARD. Owing to the great distance saved by THIS R JUTE, the Government has assigned to it the carrying of the United States Maii to the principal cities of the West Inited States Mail to the principal cities of the West and Southwest
THERE BEING BUT ONE CHANGE OF CARS BETWEEN PHILADELIPHIA AND CINCINNATI AND SUT TWO TO ST. LOUIS.
PASSENGERS BY THIS ROUTE WILL ARRIVE IN CINCINNATI, INDIANAPOLIS, CAISO, AND ST. LOUIS, ONE TRAIN IN ADVANCE OF ANY OTHER LINE.
FAST LINE AT 12 66 M. Passengers by this train take fast ine at 12 66 M. Passengers by this train take of the company of the compan supper at A. toons; can take state room seeping cars l'assengers are not subject to change at Pittsburg, but fun though to Cochocton, affording an unoroken night's rest.

Night Febress 11 P. M. Passengers can take sleeping cars through to Cheinnati with but one change; by this line on have the advantage or context and ples sure particularly for ladies travelling alone, and families with chloren, by this routs between this adoption and all the principal points West and South.

Be sure to purchase tickets "VIA STEUBEN-VILLE" at

E. at P) NNSYLVANIA RA'LROAD OFFICE. Corner of THIR11E1H and MARK ET Streets. Philadelphia. S. F. SCULL. Gereral Ticket Agent Steubenville, O.

JUEN H. MILLER,

General Eastern I assenger Agent,

No. 526 Broad way, New York.

JOHN TURAND, General Superintendent.

Formsy vania Bailroad Office, No. 531 Chemnut street,
and Thirtieto and Market streets. West Philadelphia.

PREIGHT LINES FOR NEW YORK AND Called the Stations on the Camden and Amboy and connecting Rafiroads. INCREASED DESPATCH.

THE CAMDEN AND AMBOY RALIROAD AND TRANSPORTATION COMPANY FREIGHT LINES for New York will leave WALNUT Street Wharf at a colock P. M. daily (Sundays excepted).

Freight sust be delivered before 4% o'clock, to be forwarded the same day.

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

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

The Belvidere Delaware Raliroad connects at Phillipsburg with the Lehigh Valley Raliroad, and at Manunkacolink with all points on the Delaware, Lackawanna, and Western Baliroad, forwarding to Byracuse, Buffalo and other points in Western New York.

The New Jersey Raliroad commetts at Elizabeth with the New Jersey Central Raliread, and at Newark with the New Jersey Central Raliread, and at Newark with the New Jersey Central Raliread, and at Newark with the New Jersey Central Raliread, and at Newark with the New Jersey Central Raliread, and at Newark with the New Jersey Central Raliread.

A slip memorandum, specifying the marks and numbers, abiffers and consignees, must, in every instance, be sent with each load of goods, or no receipt will be given.

K. B –increased facilities have been made for the transportation of live stock. Drovers are invited to try the routs. When stock is furnished in quantities of two carloads or more, it will be delivered at the foot of Forrieth street, near the brove Yard, or at Pier No. I, North River, as the subspect may designate at the time of River, as the subspect may designate at the time of abipencent. Fo FREIGHT LINES FOR NEW YORK AND

RAILROAD LINES. DHILADELPHIA, WILMINGTON AND BALTE TIME TABLE,

Commencing Monday, December 2t, 1895.

Trains will leave Depot, corner Broad street and Weshington avenue, as follows:

Express Train at \$15 A. M. (Mondays excepted), for Baltimore and Washington, stopping at Chesier, Williams, Newark, Elgion, Northeast, Persyville, Havre-de-Grage, Serficen, Perryman's, Edgewood, Magnolia, Unase 8 and 8 temmer's Run, Way Mail Train at 8:00 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Concerting with the Delaware Ralifroad at Wilmington for Crisfield and intermediate stations.

Express Train at 18:3 A. M. (Sundays excepted), for Baltimore and Washington, (Sundays excepted), for Baltimore and Washington, Supping at Chester, Trair, Jow 1 inwood, Claymont, Wilmington, Newark, Elkenton, Northeast, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia Chase's and Stemmer's Flun.

Night Express at 11 (cally)-P. M. for Baltimore and Stemmer's Run. Night Express at 11 (cally)-P. M. for Baltimore and Night Express at II (fally-2, M. for Baltimore and Washington. Connects at Wimington with Delaware R. R. Line (Saturdays excepted.) stopping at Middletown, Smyrna. Dover, Harrington, Seaford, Sallsbury, Princess Anne, and connecting at Crisfield with beat for Norfolk, Portsmouth and the South. Passengers by bont from Baltimore for Fortress Monroe and Norfolk will take the 1145 A. M. trait.

Stopping at all stations between Philadelphia and Wilmington.

ilmington.
Leave Philadelphia at 12'30, 4, 5 and 11'39 (dally)
M. The 4 P. M. train connects with the Delaware
alirond for Milford and Intermediate stations. The
P. M. Train nums to New Castle.
Leave Wilmington 7'15 and 8'30 A. M., 3 and 8'30
elivi P. M. Train and 8'30 A. M., 3 and 8'30 P. M. Trainington 7:15 and 8:30 A. E. Leave Wilmington 7:15 and 8:30 A. E. Leave Wilmington 7:15 and 8:30 A. E. Leave Baitimore at 7:25 A. M. Way Mail: 9:35 A. M. Express: 1:10 P. M., Express: 6:35 P. M., Express: 8:36 Express: 1:10 P. M., Express: 6:35 P. M., Express: 8:36 xpress: 140 P. M., Express: 635 P. M., Express: 625 M., Express: 635 P. M., Express: 625 M., Express: 626 M. Trains for Battimore leave Wilmington at 523 and 10 A. M., and 418 P. M.

SUNDAY TRAINS FROM BALTIMORE.

Leave Baltimore at 825 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 at Chester to leave passengers from Baltimore or Washington. imore and at Chester to leave passengers from more or Washington.
Through Tickets to all points West. South and Southwest, may be procured at the Ticket Office, No. 828 CHFSNUT Street, under the Continental Hotel. Persons purchasing tickets at this Office can have their baggage checked at their residence by Graham's Baggage Express.

H. F. KENNEY, Sup't.

DENNSYLVANIA CENTRAL RAILROAD,-WINTER ARRANGEMENT.
The trains of the Pennsylvania Central Rallroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the cars on the diarket Street Passenger Railway. Those of the Chesnut and Walnut Street Railway run within one square of it.
On Sundays the Market street cars leave Front and Market streets 35 minutes before the departure of each train.

and Market streets 55 minutes before the departure of each train.

Mann's Baggage Express will call for and deliver baggage at the depot. Orders left at the Office, No. 63 Chesnut street, will receive attention.

TRAINS LEAVE DEFOT, VIZ:—

Mail Train.

Paoli Accour. Nos I and 2, 1000 A. M. and 11.20 P. M. Fast Line and Eric Express.

At 1200 M. Parksburg Train.

Parksburg Train.

Hairisburg accommodation.

At 230 P. M. Lancaster Accommodation.

At 400 P. M. Pittsburg and Eric Mail.

Philadelphia Express.

At 1100 P. M. Philadelphia Express.

At 1100 P. M. Pittsburg and Eric Mail. leaves daily, except Saturday.

day. Philadelphia Express leaves dally. All other trains ally, except Sunday. Passengers by Mail Trian go to Williamsport with-it change of care, and arrive at Lock Haven at \$10

value will be at the risk of the owner, unless taken by special contract.

For further information, apply to

JOHN C. ALLEN, Ticket Agent,

No. Sai Cites Nut Street.

SAMUEL H. WALLACE.

Ticket Agent, at the Depot,

Ticket Agent, at the Depot,

An Emigrant Train runs daily, except Sunday. For
full particulars as to fare and accommodations, apply
to

FRANCIS FUNK, No. 187 DOCK Street. FOR NEW YORK.—CAMDEN AND AMBOY AND Philadelphia and Trenton Railroad Company's Lines, from Philadelphia to New York and Way Places, from WALNUT Street Wharf, will leave as follows viz:—

At 6 A. M., via Camden and Amboy, Accom. \$2.25 At 5 A. M., via Camden and Jersey City Express. 306 At 2 P. M. via Camden and Amboy Express. 306 At 6 P. M., via Camden and Amboy Ac 1st class, 225 com. and Emigrant. 12d do. 136 At 10 A. M., 2 and 5 P. M., for Mount Holly, Ewans-At 8 A. M., 2 and 8 P. M., for Mount Holly, Ewansville, P. Emberton, Birmingham and Vincentown, and
at 6 A. M. and 9 P. M., for Mount Holly only,
At 6 A. M. and 2 P. M. for Freehold.
At 8 and 10 A. M., 1, 4, 5, 6 and 11 30 P. M. for
Fish House, Paimyra, Riverton, Progress, Delance,
Beverly, Edgewater, Burlington, Florence, Bordentown, &c. The 10 A. M. and 4 P. M. lines runs direct
through to Trenton.
The 1 P. M. Market line will leave from foot of Market street, upper ferry. ket slreet, upperferry. LINES FROM KENSINGTON DEPOT Will leave as tollows:

At 11 A, M., 430 6 45 PM, and 12 P, M. (Night) via
Kensington and Jersey City Express Lines, Fare 2300.
The 645 P, M. line will run dally. All others Sundays

excepted.
- & 7.30 and 11 A. M., 3, 3.30, 4.30, 5, 6.45 P. M., and 12 Midnight, for Bristol, Trenton, &c., and at 10.15 A. M. At 7:30 and 10:15 A. M., S. 4:30, 5 and 12 P. M. for Scheneks.
At 10-15 A. M., 3, 5 and 12 P. M. for Eddington.
At 7-30 and 10-15 A. M., 3, 4, 5, 6 and 12 P. M. for
Cornwells, Torrisdale, Holmesburg, Tacony, Bridesburg and Frankford, and at 8 P. M. for Holmesburg
and Intermediate stations.
At 10-15 A. M., 3, 4, 5, 6, 8 and 12 P. M. for Wissing-BELVIDERE DELAWARE RAILROAD,
For the Delaware River Valley, Northern Pennsylvania, and New York State, and the Great Lakes,
dally, Sundays excepted, from Kensington Depot as follows:— At 7:30 A. M. for Ningara Falls, Buffalo, Dunkirk, Canandaigua, Elmira, Ithaca, Owego, Rochester Binghamton, Oswego, Syracuse, Great Bend, Montrese, Wilkesbarre, Scranton, Strondsburg, Water Gap. At 7:30 A, M, and 1:30 P, M. for Belvidere, Easton, Lambertville, Flemington, &c.
The 5:30 P, M. Line connects direct with the Train leaving Easton for Mauch Chunk, Allentown, Bethle-

em, &c,
At 5 P. M. for Lambertville and intermediate Sta-Pilladelphia, Germantown and Norristown Railroad.
TIME TABLE.
On and after Thursday, November 1, 1866, until far-

hickon, Manayunk, Spring and Conshohockon only.

ON SUNDAYS.

Leave Philadelphia at 9 A. M., 230 and 645 P. M., Leave Philadelphia at 6, 835, 1105 A. M., 130, 3, 430, 50, 615, 835 and 1139 P. M., Leave Philadelphia at 6, 835, 1105 A. M., 130, 3, 430, 50, 615, 835 and 1139 P. M., Leave Manayunk at 610, 739, 829, 930, 1130 A. M., 2, 1,645 and 830 P. M.

Leave Philadelphia at 9 A. M., 230 and 645 P. M., Leave Manayunk at 730 A. M., 530 and 9 P. M.

W. S., WILSON, General SuperIntendent, Depot, NiNTH and GREEN Streets.

W EST JERSEY RAILROAD LINES, FROM WEST JERSEY RAILROAD LINES, FROM foot of MARKET Street (Upper Ferry).

LEAVE PHILADELIPHIA AS FOLLOWS:—
For Bridgeton, Salem, Millville, and all intermediate stations, at 8 A. M., Mail., 2:30 P. M., Passenger.
For Woodbury, 8 A. M., 2:30 and 6 P. M.
For Cape May, at 3:30 P. M.
RETURNING TRAINS LEAVE
Woodbury at 7:15 and 8:40 A. M., and 4:54 P. M.
Bridgeton at 7:05 A. M. and 3:08 P. M. Freight, 6:30 P. M.
Millville at 6:05 A. M., and 3:08 P. M. Freight, 6:10 F. M.
Cape May at 11'45 A. M., Passenger and Freight
Freight will be received at First Covered what
above Walnut street, from 9:00 A. M. until 5:00 P. M.
That received before 7:00 A. M. will so through the same day
Freight Delivery, So. 2:28 S. DELAWABE Avenue.
1 15
WILLIAM J. SEWELLI, Superintendout.