Continued from our last issue. THE EIGHTH LECTURE.

CAUDLE HAS BEEN MADE A MASON-MES, CAUDLE INDIGNANT AND CURIOUS.

"Now, Mr. Caudle,-Mr. Caudle, I say; oh ! you can't be asleep already, I know-now, what I mean to say is this; there's no use, none at all, in our having any disturbance about the matter; but at last my mind's made up, Mr. Caudle; I shall leave you. Either I know all you've being doing to-night, or to-morrow morning I quit the house. No, no: there's an end of the marriage state, I think an end of all confidence between man and wife -if a husband's to have secrets and keep 'em all to himself. Pretty secrets they must be, when his own wife can't know 'em! Not fit for any decent person to know, I'm sure, if that's the case. Now, Caudle, don't let us quarrel, there's a good soul, tell me what's it all about? A pack of nonsense, I dare say; still, -not that I care much about it, -still . should like to know. There's a dear. Eh Oh, don't tell me there's nothing in it: I know better. I'm not a fool, Mr. Caudle; I know there's a good deal in it. Now, Mr. Caudle, just tell me a little bit of it. I'm sure I'd tell you anything. You know I would. Well? "Caudle, you're enough to vex a saint! Now, don't you think you are going to sleep; because you're not. Do you suppose I'd ever

and that's why I'm determined to know it. "But I know what it is; oh, yes, there can be no doubt. The secret is, to ill-use poor women; to tyrannize over 'em; to make 'em your slaves; especially your wives. It must be something of the sort, or you wouldn't be ashamed to have it known. What's right and proper never need be done in secret. It's an insult to a woman for a man to be a Free Mason, and let his wife know nothing about it. But, poor soul! she's sure to know it some how-for nice husbands they all make. Yes, yes, a part of the secret is to think better of all the world than their own wives and families. I'm sure men have quite enough to care for-that is, if they act properly-to care for them they have at home. They can't have much care to spare for the world besides.

suffered you to go and be made a Mason, if

didn't suppose I was to know the secret too?

Not that it's anything to know, I dare say:

"And I suppose they call you Brother Caudle? A pretty brother indeed! Going and dressing yourself up in an apron like a turnpike man, for that's what you look like. And I should like to know what the apron's for? There must be something in it not very respectable, Pm sure. Well, I only wish I was Queen for a day or two. I'd put an end to free-masonry and all such trumpery, I know.

"Now, come, Caudle; don't let us quarrel. Rh! you're not in pain, dear? What is it all about? What are you lying laughing there at? But I'm a fool to trouble my head about you.

"And you're not going to let me know the secret, eh? You mean to say—you're not? Now, Caudle, you know it's a hard matter to put me in a passion—not that I care about the secret itself: no, I wouldn't give a button to know it, for it's all nonsense, I'm sure. It isn't the secret I care about; it's the slight, Mr. Caudle; it's the studied insult that a man pays to his wife, when he thinks of going through the world keeping something to him-self which he won't let her know. Man and wife one, indeed! I should like to know how that can be when a man's a Mason-when he keeps a secret that sets him and his wife Ha, you men make the laws, and so you take good care to have all the best of 'em to yourselves: otherwise a woman ought to be allowed a divorce when a man becomes a Mason-when he's got a sort of corner-cupboard in his heart—a secret place in his mind that his poor wife is not allowed to rum-

"Candle, you sha'n't close your eyes for a week-no, you sha'n't-unless you tell me some of it. Come, there's a good creature; there's a love. I'm sure, Caudle, I wouldn't refuse you anything—and you know it, or ought to know it by this time. I only wish I had a secret! To whom should I think of confiding it, but to my dear husband? I should be miserable to keep it to myself, and you know it. Now, Candle?

"Was there ever such a man? A man, indeed! A brute!-ves, Mr. Caudle, an unfeeling, brutal creature, when you might oblige me; and you won't. I'm sure I don't object to your being a mason; not at all, Mr. Caudle; I dare say it's a very good thing: I dare say it is—it's only your making a secret of it that vexes me. But you'll tell me-you'll tell your own Margaret? You won't! You're a wretch, Mr. Caudle.

"But I know why: oh, yes, I can tell. The fact is, you're ashamed to let me know what a fool they've been making of you. That's it. You, at your time of life—the father of a family! I should be ashamed of myself,

·And I suppose you'll be going to what you call your Lodge every night, now? Lodge, indeed! Pretty place it must be, where they don't admit women. Nice goings on, I dare say. Then you call one another brethren. Brethren! I'm sure you'd relations enough: you didn't want any more.

But I know what all this masonry's about. It's only an excuse to get away from your wives and families, that you may feast and drink together: that's all. That's the secret. And to abuse women—as if they were inferior animals, and not to be trusted. That's the secret; and nothing else.

"Now, Caudle, don't let us quarrel. Yes, I know you're in pain. Still, Caudle, my love; Candle! Dearest, I say, Candle!" "I recollect nothing more," says Candle "for I had eaten a hearty supper, and somehow became oblivious.'

THE NINTH LECTURE

MR. CAUDLE HAS BEEN TO GREENWICH FAIR. "So, Mr. Caudle: I hope you enjoyed your-self at Greenwich. How do I know you've been to Greenwich? I know it very well, sir; know all about it: know more than you think know. I thought there was something in the Yes, I was sure of it, when you went out of the house to-day. I knew it by the looks of you, though I did'nt say anything. Upon my word! And you call yourself a respectable man; and the father of a family going to a fair among all sorts of people—at your time of life. Yes; and never think of taking your wife with you. Oh, no! You can go and enjoy yourself out, with I don't know who: go out, and make yourself very pleasant, I dare say. Don't tell me; I hear what a nice companion Mr. Caudle is: what a good-tempered person. Ha! I only wish people could see you at home, that's all. But so it is with men. They can keep all their good temper for out-of-doors-their wives never see any of it. Oh, dear! I'm sure I don't know who'd be a poor woman.

"Now, Caudle, I'm not in an ill temper; not at all. I know I used to be a fool when we were first married. I used to worry and fret myself to death when you went out; but I've got over that. I would not put myself out of | ssim

For what thanks does a poor woman get None at cll. No, it's those who don't care for their families, who are the best thought of. I only wish I could bring myself not to care

"And why couldn't you say, like a man, you were going to Greenwich Fair when you vent out? It's no use your saying that, Mr. Caudle; don't tell me that you kidn't think of going; you'd made your mind up to it, and you know it. Aretty games you've had, no doubt! I should like to have been behind you, that's all. A man at your time of life !

"And I, of course, I never want to go out. Oh, no! I may stay at home with the cat, You couldn't think of taking your wife and children, like any other decent man to a Fair. Oh no; you never care to be seen with us. I'm sure, many people don't know your married at all; how can they? Your wife's never een with you. Oh no; anybody but those belonging to you!

"Greenwich Fair, indeed! Yes — and of course you went up and down the hill, running and racing with nobody knows who. Don't tell me; I know what you are when you're out. You don't suppose, Mr. Caudle, I've forgotten that pink bonnet, do you? No: I won't hold my tongue, and I'm not a foolish woman. It's no matter, sir, if the pink bonnet was fifty years ago-it's all the same for that. No: and if I live for fifty years to come, I never will leave off talking of it. You ought o be ashamed of yourself, Mr. Caudle. Ha ew wives would have been what I've been to I only wish my time was to come over again, that's all; I wouldn't be the fool I have

"Going to a fair! and I suppose you had your fortune told by the gipsies? You needn't have wasted your money. I'm sure I can tell you your fortune if you go on as you do. Yes, the jail will be your fortune, Mr. Caudle. And t would be no matter-none at all-if your wife and children didn't suffer with you.

"And then you must go riding upon donkeys. You didn't go riding upon donkeys? Yes; its very well for you to say so; but I dare say you did. I tell you, Candle, I know what you are when you're out. I wouldn't trust any of you

-you, especially, Caudle. "Then you must go in the thick of the fair, and have the girls scratching your coat with rattles! You couldn't help it, if they did scratch your coat? Don't tell me; people don't scratch coats unless they're encouraged to do it. And you must go in a swing, too. You didn't go in a swing? Well, if you didn't it was no fault of yours; you wished to go, I've no doubt.

"And then you must go into the shows? There—you don't deny that. You did go into a show. What of it, Mr. Caudle? A good deal of it, sir. Nice crowding and squeezing in those shows, I know. Pretty places! And ou a married man and the father of a family. No, I won't hold my tongue. It's very well for you to threaten to get up. You're to go to Greenwich Fair, and race up and down the hill, and play at kiss in the ring. Pah! it's disgusting, Mr. Caudle. Oh, I dare say you did play at it: if you didn't, you'd have liked, and that's just as bad; and you can go into swings, and shows, and roundabouts. If I was you, I should hide my head under the clothes, and be ashamed of myself.

"And what is most selfish-most mean of you, Caudle-you can go and enjoy yourself, and never as much as to bring home for the poor children a gingerbread nut. Don't tell me that your pocket was picked of a pound of nuts! Nice company you must have been in to have your pocket picked.

"But I dare say I shall hear all about it tomorrow. I've no doubt, sir, you were dancing at the Crown-and-Anchor. I should like to have seen you. No: I'm not making myself ridiculous. It's you that's making yourself ridiculous; and everybody that knows you says so. Everybody knows what I have to put up with from you.

"Going to a fair, indeed! At your time"-"Here," says Caudle, "I dozed off, hearing confusedly the words-hill-gipsies-rattles -roundabouts-swings-pink bonnet-nuts. Mrs. Caudle's Curtain Lectures will be continued

daily, in The Evening Telegraph, until com-pleted.

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GOVERNMENT SALES.

U STORES AT AUCTION, CHIEF QUARTERMASTER'S OFFICE,)

Washington, D. C., March 9, 1867.

Will be sold at Public Auction, by order of the Quartermaster-General, at Lincoln Depot, on TUESDAY, March 19, under the supervision of Licutenant Edward Hunter, 12th U. S. printity, Action Assistant, Quartermaster nfantry, Acting Assistant Quartermaster U. S. Army, sale to commence at 10 A. M., a quantity of unserviceable Quartermasters' Stores, consisting in part of—
75 Four-horse Army Wagons.

10 Two-horse do. 19 Two-horse Ambulances.

1 Four-horse do, 1 Que-horse do, 12 Carts. 100 Sets Lead-mule Harness. 65 Sets Wheel-mule do. 20 Sets Lead-ambulance Harness. 55 Sets Wheel-ambulance go.

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147 feet large Hose.
147 feet small do.
221 Saddle Blankets.
161 Wagon Covers.
86 yards Cocoa Matting.
305 lbs, assorted Rope.
1000 lbs, old Tire Iron.
2000 lbs. Iron Shoes.
25 Ambulance Wheels.

25 Ambulance Wheels.
Together with Bridles, Gum Backets, Halter Chains, Canvas Horse Govers, Anvils, McClellan Saddles, Carpenters' Tools, such as Hammers, Saws, Braces, and Bits, Blacksmith

mers, car.
Tools, etc.
Sale will be continued each us,
whole amount is sold.
Terms—Cash, in Government funds.
Purchasers are required to remove their purchases within ten days of day of sale.
CHARLES H. TOMPKINS,
CHARLE

Deputy Q. M. Gen., Bvt. Brig. Gen., Acting Chief Quartermaster, 7t Depot of Washington. 3 11 7t

SALE OF GOVERNMENT MATERIALS,

CLOTHING DEPOT, SCHUYLKILL ARSENAL,
Office of Executive and Inspecting Officer,
PHILADELPHIA, March 7, 1867.
Will be sold at auction, on account of the
United States, at the Schuylkill Arsenal, Gray's
Feiry Road, on SATURDAY, MARCH 16, 1867,
18,000'4 lbs. ASSORTED MACHINE AND
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Terms.—Cash, in Government funds.

By order of Byt, Brig, Geb., Geo. H. Crosman.

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THE
THE
WINTER ARRANGEMENT OF PASSENGER
WINTER ARRANGEMENT OF PASSENGER
Leaving the Company's depot at Thiriseuth and Callowhill streets, Philadelphia, at the following hours—
MORNING ACCOMMODATION,
tions.

At 7:30 A. M. for Reading and all intermediate Stations.

Returning, leaves Reading at 8:20 P. M. Arrivesta Philadelphia at 9:10 P. M.

MORNING EXPRESS.

At 8:15 A. M. for Reading, Lebanou, Harrisburg, Pottaville, Pine Grove, Tamagua, Sonbury, Williamsport, Elmitra, Rochester, Nisgrar Fails, Buffalo, Allentown, Wilkesbarre, Pittston, York, Carlisle Chambersburg, Hagerslown, &c.

This train connects at READING with East Pennsylvanta Raliroad trains for Allentown, &c., and with the Lebanon Valley train for Harrisburg, &c., at PORT HLINTON with the Catawissa Raliroad trains for Williamsport, Lock Haven, Elmira, &c.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport York, Chambersburg, Pinegrove, &c.

Valley, and Schnylkill and Susquehanna 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 Kailroad trains for Columbia, &c.

EEADING ACCOMMODATION

Leaves Reading at 6:30 A. M., stopping at all way stations; arrives in Philadelphia at 4:30 P. M.; arrives in Reading, leaves Philadelphia at 4:30 P. M.; arrives in Reading at 7:35 P. M.

Trains for Philadelphia leaves, Harrisburg at 8:10 A. M., and Pottsville at 8:45 A. M., arriving in Philadelphia at 1:2 P. M., Alternoon trains leave Harrisburg at 2:10 P. M., and Pottsville at 2:45 P. M. arriving in Philadelphia at 6:45 P. M.

Barrisburg 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 8:10 P. M.

Market train, with a passenger car attached, leaves Philadelphia at 12:45 noon, for Reading and all way stations. Beaves Reading at 17:3, and Downingtown at 12:30 P. M., for Philadelphia and all way stations. Beaves Reading at 17:3, and Downingtown at 12:30 P. M., for Philadelphia and all way stations.

All the above trains run dally, Sundays excepted.

Sunday trains leave Pottsville at 8 A. M., and Philadelphia at 2:5 P. M.

CHESTER VALLEY RALLROAD

Passengers for Downingtown and intermediate points take the 7:30 and 8:15 A. M. and 4:30 P. M. trains from Philadelphia, returning from Downingtown at 7 A. M. and 12:50 noon.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

Leaves New York at 7 and 9 A. M., and 6 P. M., passing Reading at 17:30 and 11:23 A. M., and 1:48 P. M., passing Reading at 17:30 and 11:23 A. M., and 1:48 P. M.,

NEW YORK EXPRESS FOR TITTSBURG AND THE WEST.

Leaves New York at 7 and 9 A. M. and 8 P. M., and seading at 105 and 11°3 A. M., and 1°45 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express Trains for Phisburg, Chicago, Williamsport, Eimira, Ballimore, &c. Heturning, Express train leaves Harrisburg on arrival of Pennsylvania Express from Pitsburg, at a and 8°55 A. M., and 9°15 P. M., passing Reading at 4°48 and 8°55 A. M. and 11°30 P. M., and arriving at New York at 10 A. M. and 2°45 P. M. Sleeping cars accompany these trains through between Jerssy City and Pitsburg without change.

A Mail train for New York leaves Harrisburg at 2°10 P. M. Mail train for Harrisburg leaves New York at 12 noon.

at 12 noon.
SCHUYLKILL VALLEY RAILROAD.
Traing leave Pousyille at 7 and 1130 A. M., and 7:11
P. M., returning from Tamaqua at 7:36 A. M. and 1:40 BI HUYLKILL AND BUSQUEHANNA RAILROAD St HUYLKILL AND SUSQUEHANNA RAILROAD Trains leave Auburn at 7-30 A. M., for Pinegrove and Harrisburg, and at 1-30 P. M. for Pinegrove and Tre-mont. Returning from Harrisburg at 3-20 P. M., and from Tremont at 7-25 A. M., and 5-25 P. M. Through first-claus tickets and emigrant tickets to all the principal points in the North and West and Capadas.

Canadas.
The following tickets are obtainable only at the office

Canadas.

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

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

MILEAGE TICKETS,

Good for 200 miles, between all points, at \$52.50 each, for families and firms.

For three, six, nine or tweive months, for holders only, to althours, 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.

EXCURSION TICKETS.

From Philadelphia to principal stations, good for Saturday, Sunday and Monday, at reduced fares, to be had only at the Ticket office, at Thirtsenth and Callowhill streets.

FREIGHT had only at the Ticket office, at Thirteenth and Callowhill streets.

FREIGHT,

Goods of all descriptions forwarded to all the above points from the Company's new ireight 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, Pottaville, 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.

NORTH PENNSYLVANIA RAILEOAD. THE MIDDLE ROUTE. Shortest and not rouse to bethlenem. Allentown, Manch Care on h. White Haven, Whitesbarre, Mahano

Roz et al. White Haven, Wikesharre, Mahanoy City, and all points in the Lehigh and Wyoming coal regions.

Presenger Depot in Philadelphia, N. W. corner of BERKS and ASIFRICAN Streets.

WINTER ARRANGEMENT.

On and after TUESDAY, January 1, 1867, Passenger trains leave the New Depot, corner Berks and American streets, daily (Sundays excepted), as follows—At735 A. M.—Moraing Express for Bethlehem and Panoinal Stations on North Pennsylvania Raifroad, connecting at Bethlehem with Lenigh Valley Raifroad for Allendown, Catassaugus, Statington, Mauch Chank, Weatherly, Jeanewitle, Hasleton, White Haven, Winsesbarre, Kingston, Phiston, and all points in Jehigh and Mahanoy Raifroad, for Rupert Danville Million and Mahanoy Raifroad, for Rupert Danville Allendown, Catassaugus, Statington, Mauch Chank, Weatherly, Jeanewitle, Hasleton, White Haven, Winsesbarre, Kingston, Phiston, and all points in Jehigh and Mahanoy Raifroad, for Rupert Danville Alliton and Wyoming valleys: also, in connection with Lehigh and Mahanoy Raifroad, for Rupert Danville Alliton and Williamsport. Arrive at Manuary City, no with Catawissa Ballroad, for Rupert Danville Alliton and Williamsport. Arrive at Manuary City, no with Catawissa Ballroad, for Rupert Danville at 125 A. M. Passengers by this grain can take the least Valley Trails, passing Bethlehem at 125 P. M., at Passengers at 3 P. M.; at Mahanoy City at 2 P. M. Passengers to Kito Williamsport, and Hartsville, by this latin, take the Stage at Old York road.

At 25 F. M.—Accommodation for Doylestown, stopping at all intermediate stations. Passengers take sense at Doylestown for New Hope.

At 25 F. M.—Accommodation for Doylestown, stopping at all reference of the New York at 1045 P. M.—Bevening Express for Bethlehem with Lenigh Valley train for Easton, reaching there at Sta P. M. Passengers for Pational Canada and stations on the North Pennsylvania Raifund take New York at 1045 P. M.—Accommodation for Doylestown.

At 200 P. M.—Accommodation for Doylestown.

At 200 P. M.—Accommodation for Mahander

tc. e.c. A16'20 P. M.—Accommodation for Lansdale, stop-ing at all intermediate stations. At 1130 P. M.—Accommodation for Fort Wash-TRAINS ARRIVE IN PHILADELPHIA.

TRAINS ARRIVE IN PHILADELPHIA.
From Betillehem at 915 A. M., 2 30 and 840 P. M.
2 30 P. M. train makes direct connection with Lehigh
talley trains from Easton, Wilkesbarre, Mahanoy
ity, and Hagleton.
Passengers leave Wilkesbarre at 150 P. M., connect
thethlehem at 545 P. M., and arrive in Philadelphia
tand P. M. t 8 at P. M.
From Doylestown at 8 35 A. M., 5 15 and 7 05 P. M.
From Lausdnie at 7 30 A. M.
From Lausdnie at 7 30 A. M.
From Fort Washington at 17 50 A. M. and 3 05 P. M.
ON SUNDAYS.
Philadelphia for Bethielen at 2 33 A. M.
Philadelphia for Boylestown at 2 55 P. M.
Doylestown to Philadelphia at 7 20 A. M.
Leight-hem to Philadelphia at 4 P. M.

Doylestown to Philadelphia at 728 A. M.
Beilnlehem to Philadelphia at 4 P. M.
Fifth and Sixth Streets Passenger cars convey passengers to and from the new depot.
White cars of Second and Tahrd Streets line and Union line run within ashort distance of the Depot.
Tickets must be promised at the Ticket Office in order to secure the lowest rates of fare.
Hillman's Baggage Express will call for and deliver Baggage at the Depot.
Office, No. 112 S. THIRD Street.

1867. PHILADELPHIA AND ERIE RAIL-Northern and Northwest Countries of Pennsylvania to the City of Eric on Lake Eric, and is the most direct route to the great oil Regions of Pennsylvania. It has been leased and is operated by the Pennsylvania Rail-

been leased and is operated by the Pennsylvania Railroad Company.

TIME OF PASSENGER TRAINS AT PHILADELPHIA.

Arrive Eastward—Eric Mail Train, 7 A. M.: Eric
Express Train, 1°20 P. M.; Einit'a Mail, 5°40 P. M.
Leave Westward—Eric Mail, 9 P. M.; Eric Express
Train, 12 M.; Elimira Mail, 8 A. M.
Passenger cars run through, on the Eric Mail and
Express Hains without change both ways between
Philadelphia and Eric.

NEW YORK CONNECTION.

Leave New York at 3 P. M., arrive at Eric 10 A. M.
Leave New York at 3 P. M., arrive at Eric 7'15 P. M.
Leave Eric at 5°20 P. M., arrive at New York 4'40

Leave Eric at 1025 A. M., arrive at New York 10:10 M. Flegant Steeping Cars on all the night trains. information respecting passenger pusiness, at corner THIRTIETH and MARKET streets, delphia. Philidelphia.
And for freight business, of the Company's Agents,
S. B. Kingston, Jr., corner THIRTEENTH and
MARKET Streets, Philadelphia: J. W. Raynolds,
Eric Whilam Brown, Agent N. C. R. B., Baltimore,
H. H. HOUSTON, General Preight Agent, Phila.
H. W. WYNNER, General Ticket Agent, Phila.
A. ER, General Sup., Eric

RAILROAD LINES. PHILADELPHIA, WILMINGTON AND BALTI

DHILADELPHIA, WILMINGTON AND BALTI

more Hauroad.

Commencing Monday, becomber 24, 1883.

Trains will leave Depot, corner Broad street and Washington avenue, as follows:—
Express Trains at 115 A. M. (Mondays excepted), for Baltimore and Washington, stopping at Chester, Wilmington, Newark, Elkion, Northeast, Perryville, Havre-de-Grace, Aberdeen, Persyman's, Edgewood, Magnolia, Chase a and Stemmer's Run.

Way-Mail Train at 8:30 A. M. (Sundays excepted), for Baltimore, stopping at all require stations. Compecting with the Delaware Railroad at Wilmington for Crisfield and intermediate stations.

Express Train at 18:30 A. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurbow, Julwood, Claymont, Wilmington, Newark, Elkion, Northeast, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia Chase's and Stemmer's Run.

Night Express at 11 (dally) P. M. for Baltimore and Washington, Connects at Wilmington with Dolaware R. R. Line (Saturdays excepted.) stopping at Middletown, Emyrna, Dover, Harrington, Seaford, Salisbury, Princess Anne, and connecting at Crisfials with hoat for Norfolk, Portsmouth and the South, Passengers by boat from Baltimore for Fortest Monroe and Norfolk will take the 11-45 A. M. Strain, Leave Philadelphia at 12:30, 4, 6 and 11-30 (dally) P. M. The 4-P. M. train connects with the Delaware

Vilmington.
Leave Philadelphia at 12°30, 4, 6 and 11°30 (dally)
.M. The 4 F. M. Irain connects with the Delaware
tailroad for Milford and Intermediate stations. The Railroad for Milford and Intermediate stations, The S.P. M. Train runs to New Castle.

Leave Wilmington 7:15 and 8:30 A. M., 3 and 6:30 Leave Wilmington 7:15 and 8:20 A. M., 3 and 6:26 (daily 1-P. M.

FROM BALTIMORE TO PHILADELPHIA.

Leave Bailimore at 7:25 A. M. Way Mail: 9:25 A. M.

Express: 1:10 P. M., Express: 6:35 P. M., Express: 8:26
P. M., Express.

From Bailimore to Havre-de-Grace and intermadiate stations at 4 P. M.

Trains for Bailimore leave Chester at 4:39 and 8:12 A.

M., and 8:36 P. M.

Trains for Bailimore leave Wilmington at 5:23 and 10 A. M., and 4'D. P. M.

EUNDAY TRAINS FROM BALTIMORE.

Leave Bailimore at 8:25 P. M., stopping at Havre-de-Grace, Perryville and Wilmington. Also, stops at Elkton and Newark to take passengers for Pailadelphia, and leave passengers for maltimore) and at Chester to leave passengers from Bailimore or Washington.

Through Tickets to all points West. South and Southwest, may be procured at the Ticket Office, No. 828 CHESNUT Street, under the Continental Hotel, Persons purchasing tickets at this Office can have the'r bargage checked at their residence by Graham's Bakgage Express.

DENNSYLVANIA CENTRAL RAILROAD.—

DENNSYLVANIA CENTRAL RAILROAD,-

WINTER ARRANGEMENT.

The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the cars on the Market Street Passenger Railway. Those of the Channet and Walnut Street Railway run within one square Or it.
On Sundays the Market street cars leave Front and Market streets 35 minutes before the departure of

Mail Train. At 800 A. M. and 11.20 P. M. Fast Line and Eric Express. At 12.00 M. Fast Line and Eric Express. At 12.00 M. Fast Line and Eric Express. At 12.00 M. Harrisburg Accommodation at 2.30 P. M. Lancaster Accommodation at 4.00 P. M. Pittsburg and Eric Mail at 9.00 P. M. Pittsburg and Eric Mail leaves daily, except Saturday. rhiladelphia Express leaves dally. All other trains

lally, except Sunday. Passengers by Mail Trian go to Williamsport with-out change of cars, and arrive at Lock Raven at #16

Passengers by Mail Trian go to Williamsport without change of cars, and arrive at Lock Haven at 816 P. M.

Fassengers by Mail Train go to Carlisle and Chambersburg without change of cars.
Siceping Car Tickets can be had on application at the Ticket Office, No. 631 Chesnut street.

TRAINS ARRIVE AT DEPOT, VIZ:
Cincinnati Express.

Cincinnati Express.

Philadelphia Express.

At 710 A. M.
Parksburg Train.

Lancaster Train.

Bay Express.

At 1230 P. M.

Faat Line.

Day Express.

At 530 P. M.

Philadelphia Express arrives daily, except Monday.
Cincinnati Express arrives daily, except Monday.
Cincinnati Express arrives daily. All other train daily, except Sunday.

Passengers leaving Lock Haven at 7 A. M., and Williamsport at 840 A. M., reach Philadelphia, without change of cars, from Williamsport, by Day Express, et 550 P. M.

The Fennsylvania Railroad Company will not assume any risk for baggage, except for wearing apparel, and limit their responsibility to one hundred dollars in value. All baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.

walue will be at the risk of the observable special contract.

For further information, apply to

For further information, apply to

No. 631 CHESNUT Street.

SAMUEL H. WALLACE.

Ticket Agent, at the Depot.

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

FRANCIS FUNK, No. 127 DOCK Street.

L'OR NEW YORK,-CAMDEN AND AMBOY AND L' Philadelphia and Trenton Railroad Company's Lines, from Philadelphia to New York and Way Places, from WALNUT Street Wharf, will leave as follows viz.—

Will leave as tollows:

At 11 A, M., 4'30 6'45 PM, and 12 P, M. (Night) via
Kensington and Jersey City Express Lines, Fare \$700,
The 6'45 P, M. line will run daily. All others Sundays excepted.
At 7:30 and 11 A. M., 3, 3:30, 4:30, 5, 5:45 P. M., and 12
Midnight, for Bristol, Trenton, &c., and at 16:15 A. M.
for Bristol. At 7:30 and 10:15 A. M., 2, 4:30, 5 and 12 P. M. for Schencks.

At 1015 A. M., 3, 5 and 12 P. M. for Eddington.

At 730 and 1015 A. M., 3, 4, 5, 6 and 12 P. M., for Cornwells, Torrisdate, Holmesburg, Tacony, Bridesburg and Frankford, and at 8 P. M. for Holmesburg and intermediate stations.

At 1015 A. M., 3, 4, 5, 6, 8 and 12 P. M. for Wissinoming.

BELVIDERE DELAWARE RAILROAD,

For the Delaware River Valley, Northern Pennaylvania, and New York State, and the Great Lakes, daily, Sundays excepted, from Kensington Depot as follows:—

tollows:—
At 7:20 A. M. for Niagara Falls, Buffalo, Dunkirk,
Canandaigua, Elmira, Ithaca, Owego, Rochester
Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Scrautoz, Stroudsburg, Wafer Cap. At730 A. M. and 330 P. M. for Belvidere, Easton, Lambertville, Flemington. &c. The 333 P. M. Line connects direct with the Train eaving Easton for Mauch Chunk, Allestown, Bethichem. &c. At 5 P. M. for Lambertville and intermediate Stations. WM. H. GATZMER, Agent.

PHILADELPHIA, GERMANTOWN AND NOB! ristown Railroad. TIME TABLE. On and after Thursday, November 1, 1888, until fur-

On and after Thursday. November 1, 1885, until further notice,

FOR GERMANTOWN.

Leave Philadelphia, 6, 7, 8, 9, 10, 11, 12 A. M., 1, 2, 315, 345, 4, 5, 545, c10, 7, 8, 9, 10, 11, 12 P. M.

Leave Germantown, 6, 7, 73, 8, 820, 3, 10, 11, 12 A. M.

1, 2, 3, 4, 448, 6, 628, 7, 8, 9, 10, 11 P. M.

The 87D down train and 345 and 345 up trains will not stop on the Germantown branch.

ON SUNDAYS.

Leave Philadelphia at 915 A. M., 2, 7, 1045 P. M.

Leave Germantown at 815 A. M., 1, 6, 945 P. M.

CHESNUT HILL RALIKOAD.

Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 345, 545, 9and 11 P. M.

Leave Chesnut Hill at 710, 8, 940, 140 A. M., 140, 340, 540, 840, 840 and 1040 P. M.

Leave Philadelphia at 515 A. M., 2 and 7 P. M.

Leave Chesnut Hill at 750 A. M., 2 and 7 P. M.

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FOR CONSHOHOCKEN AND NORRISTOWN.

Leave Chesnut Hill at 7:50 A. M. 1. 20, 50 and 9-20 P. M.

FOR CONSHOHOCKEN AND NORRISTOWN.

Leave Philadelphia at 6, 8:35, 11:05 A. M., 1:30, 3, 1:36, 5:30, 6:15, 8:16 and 11:30 P. M.

Leave Norristown at 5:40, 7, 7:50, 9, 11 A. M., 1:20, 4:30, 6:15 and 8 P. M.

The 5:30 P. M. train will stop at School Lane, Winsahlekon, Manayunk, Spring Mills and Conshohocken only.

ON SUNDAYS.

hickon, Manayunk, Spring Mills and Conshohocken
only.
ON SUNDAYS.
Leave Philadelphia at 9 A. M., 2°30 and 8°45 P. M.
Leave Norristown at 7 A. M., 5 and 8°30 P. M.
FOR MANAYUNK.
Leave Philadelphia at 6, 8°35, 11°05 A. M., 1°30, 5, 4°30,
500, 6°15, 8°05 and 11°30 P. M.
Leave Manayunk at 6°10, 7°30, 8°20, 9°30, 11°30 A. M., 2,
50°45 and 8°30 P. M.
ON SUNDAYS.
Leave Philadelphia at 9 A. M., 2°30 and 6°45 P. M.
Leave Manayunk at 9°40 A. M., 5°30 and 9 P. M.
W. S. WILSON, General Superintendent,
Depot. NINTH and GREEN Streets.

A LEXANDER G. CATTELL & CO. PRODUCE COMMISSION MERCHANTS, No. 25 NORTH WHARVES

DRIVY WELLS-OWNERS OF PROPERTYdisinfected at gery low prices.

Manufacturer of Poudrette.

Blog GOLDSMITH'S HALL, LIBRARY Street.

No. 27 NORTH WATER STREET, PHILADELPHIA. ALEXANDER G. CATTELL, [12]) BLUAR G. CATTELL