THE DAILY KVENING THESE PROPERTY OF THE ADMINISTRAL THE RESTRICT OF THE PARTY OF TH

"The Charge of the Light Brigade." Stephen Massett says that during his recent visit to England, and while visiting the House of Commons, he was presented to the Earl of Cardigan, who was in command of the 11th Hussars, and led the charge of the six hundred at Balakiava. Being one of the first to recite in public Tennyson's famous lines, he had a natural ambition to deliver them. natural ambition to deliver them in the presence of Lord Cardigan. A polite note was received from the Earl, inviting Mr. Massett to call upon him at his residence in Portman Square, where, after rendering the poem to him and his lady, the following graphic account of the fight was given him:-

At about 1 o'clock, after the heavy brigade bad been attacked by the Russian cavairy, the whole of the cavairy division was considerably advanced towards the enemy. The Light Brigade was ordered to dismount to relieve their orses. Suddenly they were ordered to "mount, ild-de-Camp Captain Noten came forward and old Lord Lucan, commanding the cavalry, that the Light Brigade were to attack the Russians in the valley. Lord Lucan rode up to Lord Cardigan and said:—"It is Lord Ragian's order that the Light Brigade is to attack the Russians in the valley." Lord Cardigan's answer was, saluting with his sword, ["Certainly, my Lord; but you will allow me to inform you; that there is a Russian battery in front, one on each flank, and the ground on the flank is covered with Russian riflemen!" Lord Lucau's answer was, "I cannot help that: it is Lord Ragian's positive order that the Light Brigade is to attack them.' Lord Cardigan then formed his brigade of five regiments, with three regiments in the front line, nd two in the second, Lord Lucan ordered Lord Cardigan's regiment, the 11th Hussars, back so as to form a support on the left rear of the front line. Lord Cardigan immediately ordered the advance. After going sixty yards or so, Captain Nolan rode obliquely across the front, when a Russian shell fell upon the ground Captain Nolan, and not very far from Cardigan. Nolan's horse turned and carried him to the rear. Lord Cardigan then led the brigade do wn the main battery in front, about one mile and a quarter distant. On arriving at a position about eighty yards from the battery, the fire became very severe, and the officers were con-siderably excited, and had to be called to "be Cardigan, at the head of his brigade, passed close by the muzzle of a gun, which was fired as he entered the battery. He then rode straight forward through the Russian limber carriages, and came up close to the Russian f cavalry. His brigade did not follow Lord Cardigan was attacked by two Cossacks, slightly wounded and nearly dismounted. He fenced off the Cossacks, and gradually re-tired from others who were attempting to surround him. When he got back to the battery they had all retired and diverged to the left. Lord Cardigan slowly retreated, and met General Scarlett, commanding the heavy brigade of he cavalry. Cardigan told him that the "Light Brigade" was destroyed. The brigade was then counted by the stail officer, and it was found that there were only 195 men left out of 650.

Lord Cardigan immediately rode off to Lord Ragian to report what had taken place. The first thing Lord Ragian said, in a very angry tone, was, "What sir, could you possibly mean by attacking a battery in front, contrary to all the usages of warfare and the customs of the service?" To which Lord Cardigan replied, "My Lord, I hope you will not blame me, for I received a positive order from my superior officer in front of the troops to attack them, and I was quite as well aware of the unusual course of the proceeding ordered." Lord Raglan inquired what had been done. To which Lord Cardigan replied that "he had led the brigade into the Russian battery; that he had ridden up to the Russian cavalry; that he was not followed by the brigade: was wounded and nearly dismounted, and had some difficulty in getting away from a number of Cossacks; that the brigade was nearly destroyed, there being only 195 remaining, The whole of this memorable affair occupied the brief time of trenty minutes!

The Ancestry of the Austrian Emperor. A French journal says that "many persons are just now surprised at learning that the Emeror of Austria Intends to visit the tomb of his ancestors at Nancy, and they want to know how it happens that the progenitors of Francis Joseph repose beneath the vaults of the ancient church of that city. We shall explain. In 1735 Francis Stephen was Duke of Lorraine. The succession had just ended and the treaty of Vienna was signed. By this act the powers who had taken part in the war gave the Duchy of Lorraine to Stanislas Lec-zinski, father-in-law of the King of France, and, as compensation, transferred the Grand Duchy of Tuscany to Francis Stephen. The latter, who was attached to his Duchy, protested energetically, but he had to submit to the law of the stronger. The Em-peror of Germany, Charles IV, who had a strong affection for the Duke of Lorraine, offered to him the hand of his daughter, Maria Theresa his heir. The marriage took place on the 17th of February, 1736, and thus it was that the House of Lorraine succeeded to the empire by its alliance with the Hapsburgs. Of this union the Emperor Joseph II was born, and he, childless, left the crown to his brother, Leopold The son of Leopold II was Francis II on the 6th of August, 1806, dropped the title of Emperor of Germany for that of Emperor of Austria, and took the name and style of Francis I. His son, Ferdinand I, succeeded him, and when the latter abdicated, in 1849, it was in favor of his nephew, the present Emperor, son of the Archduke Francis Charles. Thus, from Francis Stephen, the last Duke of Lorraine, to Francis Joseph, the line of descent is not a long Direct descendant of the ancient Dukes of Lorraine—a province which is now so French and so patriotic-the Emperor Francis Joseph, whose lofty and loyal character has already con

The Fourteenth Amendment. The following is the section of the Constitu-tional amendment (already adopted by three-fourths of the loyal States) upon which Mr. Stevens bases the right of Congress to pass the uniform suffrage law for all the States:-

quered all our sympathies, will not be a stranger

"Article XIV—Section 1—All persons born or naturalized in the United States, and subject to the jurisdiction thereof, are citizens of the United States and of the State wherein they reside. No State shall make or enforce any law which shall abridge the privileges or immunities of citizens of the United States; nor shall any State deprive any person of life, liberty, or property without due process of law, nor deny to any person within its jurisdiction the equal protection of its laws."

The second section provides that whenever the right to vote is denied by any State to any portion of its adult male citizens, or in any way sbridged, except for rebellion or other crime, the basis of representation in Congress shall be reduced accordingly. The third section pro-hibits a certain class of leading Rebeis (those who violated an oath in order to join the Con-federacy) from holding office, State or National, until relieved of the disability by a two-thirds vote of Congress. Section fourth declares the national debt inviolable, and forever prohibits both State and National Governments from assuming or paying any obligation incurred in aid of rebellion, and from making any remune-ration for emancipated slaves. Section fifth confers on Congress the power to enforce the provisions of this amendment by appropriate

egistation. We give this synopsis of the Constitutional Amendment to retresh the memory of our readers, as it is now or very soon will be a valid part of our organic law, and may be made the basis of very important legislation during the approaching session of Congress.

-An old gentleman of Webster, Mass., has ordered a gravestone from a marble-cutter of that town. The epitaph is as follows: "Who never sacrificed his reason at the altar of a superstitious Ged, who never believed that Jonah swallowed the whale."

-Mr. Henry Champion Deming lately gave to a Providence, R. I., military organization an autograph letter of General Israel Putnam:

"Sir Pleas to delivor the Barror hearof
2 Tons of Bread to some rod Islanders
as they came from roxbary yesterday
and nothing to eat. ISBAEL PUTNAM."

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The steamship PIONEER, siz tons, Captain J. Bennett, will leave for the above port on Thursday. October 31, at 5 o'clock P. M., from Pier 18 South Wharvas. Wharves,
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Leaving the Company's Depot. at THIRTIENTH and CALLOWHILL Streets, Philadelphia, at the following hours:

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At 7:30 A. M., for Reading and intermediate stations, Returning, leaves Reading at 6:30 P. M., arriving in Philadelphia at 2:10 P. M.

MORNING EXPRESS,

At 3:15 A. M. for Reading, Lebanon, Harrisberg, Pottsville, Pinegrove, Tamagua, Sunbury, Williamsport, Eimlina, Rochester, Ningara Falis, Buffalo, Allentown, Wilkesbarre, Pitston, York, Carthile, Chambersburg, Hagerstown, etc. etc.;

This trails connects at READING with East-Pennsylvania Railroad trains for Allentown, etc., and the Lebanon Valley train for Harrisburg, etc.; at PORT CLINTON with Catawissa Railroad trains for Williamsburg, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central Cumberland Valley and Schuylkiti and Susquehanna trains for Northemberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRISS

and Schuylkili and Susquehanna trains for Northimberland, Williamaport, York, Chambersburg,
Pinegrove, etc.

AFTERNOON EXPRESS

Leaves Philadelphia at \$20 P. M., for Reading, Pottsville, Harrisburg, etc., connecting with Reading and
Commilia Railread trains for Columbia, etc.

PO ITSTOWN ACCOMMODATION

Leaves Potisiown at \$45 A. M., stopping at intermediate stations; arrives in Philadelphia at \$90 A. M.

Beturning, leaves Philadelphia at \$65 P. M.; arrives
in Potisiown at \$20 P. M.

READING ACCOMMODATION

Leaves Reading at 7700 A. M., stopping at all way
stations, arriving at Philadelphia at 10 D A. M.

Returning, leaves Philadelphia at 10 D A. M.

Returning, leaves Philadelphia at 10 D P. M.; arrives
in Reading at 743 P. M.

Traios for Philadelphia leave Harrisburg at \$10 A.

M. and Foutsville at \$35 A. M.; arriving in Philadelphila at 100 P. M. Alternoon trains leave Harrisburg
at 210 P. M. Pottsville at 245 P. M.; arriving in Philadelphia at 635 P. M.

HARRISBURG ACCOMMODATION.

Leaves Reading at 715 A. M., and itarrisburg at 410
P. M. Connecting at Reading with Afternoon Accomodation bouth at 630 P. M., arriving in Philadelphia
at 910 P. M.

Market train, with passenger car attached, leaves
Philadelphia at 12 do noon for Pottsville and all way

at 8'10 P. M.

Market train, with passenger car attached, leaves
Philadelphia at 12'45 boon for Potaville and all way
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All the above trains run dally, Eundays excepted.
Sunday trains leave Potaville at 8'00 A. M., and
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Reading at 8'00 A. M., returning from Reading at 4'25
P. M.

P. M.

CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate
points take the 7:30 A. M., and 5:00 P. M. trains from
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NEW YORK EXPRESS FOR PITTSBURG AND
THE WEST
Leaves New York at 9 A. M. and 5 and 8 P. M.,
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Northern Central Railroad express trains for Pitsburg, Chicago, Williamsbort, Elmira, Battimore, etc.
Returning, express train leaves Harrisburg on arrival of the Pennsylvania express from Pittsburg, at 3
and 8:45 A. M. and 9 P. M., passing Reading at 4:40 and
10:30 A. M., and 4:20 and 11:13 P. M., and arriving in
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Jersey Chy and Pittsburg, without change.
A mail train for New York leaves Harrisburg at
2:10 P. M. Mail train for Harrisburg leaves New York
at 12 M.

at 12 M.
SCHUYLKILL VALLEY RAILROAD.
Trains leave Pottsville at 7 and 11 35 A. M., and 7 to
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and 4:15 P. M.

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Through first-class tickets and emigrant tickets to
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Close at the Philadelphia Post Office for all places on the road and its branch is at 5 A. M., and for the principal stations only at 2:5 P. M.

DENNSYLVANIA CONTRAL R ILROAD

WINTER TIME, TAKING EFFECT OCT. 18, 1887. The trains of the Pennsylvania Central Railroad leave the Depot, at THIETY-FIRST and MARKET Streets, which is reached directly by the Market Street cars, the last car connecting with each train leaving Front and Market street set thirty minutes before its departure, The Chesanu and Walnut Streets cars run withh one square of the Depot.

On Sundaya—The Market Street thirty minutes before its departure of each train.

Steeping Car Tickets can be h d on application at the Ticket office, N, W, cor. Ninth and Chesanut streets, and at the Depot.

Agents of the Union Transfer C mpany will call for and deliver baggage at the Depot. Orders left at No. 90 Chesanut street, No. 11s. Market street, or No. 1 S. Eleventh attreet will receive attention.

Fleventh sirver will receive attention, TRAINS LEAVE DEPOT, VIZ.:--

 TRAINS ARRIVE AT DEPOT. VIZ.:

 Cincinnati Express.
 1:10 A. M.

 Philadelphia Express.
 7:10 A. M.

 Paoli Accommodation. No. I.
 8:20 A. M.

 Erie Mall.
 9:05 A. M.

 Parkesburg Train
 9:40 A. M.

 Lancaster Train
 1:10 P. M.

 Day Express.
 6:20 P. M.

 Paoli Accommodation. No. 2.
 7:10 P. M.
 Day Express.
Paoli Accommodation, No. 2.....

by special contract. EDWARD H. WILLIAMS,
429 General Superintendent, Altoona, Pa. DELLADELPHIA AND ERIE RAILROAD,-

WINTER TIME TABLE,
Through and direct route between Philadelphia,
Baltimore, Harrisburg, Williamsport, and the Great
Oil Region of Fennsylvania.
ELEGANT SLEEPING CARS on all Night Trains,
On and after MONDAY, October 14, 1887, the trains
on the Philadelphia and Eric Railroad will run as
follows:—
WESTWARD.

on the Philadelphia MESTWARD.

Mail Train leaves Philadelphia 11'15 P. M.

" leaves Williamsport 5'05 A. M.

" arrives at Erie 9'55 A. M.

Erie Express leaves Philadelphia 5'05 A. M.

" leaves Williamsport 5'46 P. M.

Erie Express leaves Philadelphia 5'05 A. M.

Elimira Mall leaves Philadelphia 5'05 A. M.

" leaves Williamsport 7'55 P. M.

" leaves Williamsport 11'40 P. M.

" arrives at Lock Haven 7'45 P. M.

Mail Train leaves Erie 10'40 A. M.

" leaves Williamsport 11'40 P. M.

" arrives at Philadelphia 5'05 A. M.

Erie Express leaves Erie 22 P. M.

" arrives at Philadelphia 100 P. M.

Emira Mail leaves Lock Haven 7'19 A. M.

Emira Mail leaves Lock Haven 19'19 A. M.

Emira Mail leaves Lock Haven 19'19 A. M.

Emira Mail leaves Philadelphia 100 P. M.

Mall and Express connect with all trains on Warren and Franklin Entwee Passengers leaving Philadelphia at 12'06 M. 'arrives at Philadelphia 11'40 M. A. M.

Leaving Fritadelphia at 8'00 P. M., arrives at Ol.

Chy at 5'55 P. M.

All trains on Warren and Franklin Rallway make close connections at Ol City with trains for Franklin and Petroleum Centre.

All Trains on Warren and Franklin Rallway make close connections at Ol City with trains for Franklin and Petroleum Centre.

Barvage checked through.

All Trains on Warren and Franklin Rallway make close connections at Ol City with trains for Franklin and Petroleum Centre.

Barvage checked through.

RAILROAD LINES.

NORTH PENNSYLVANIA RAILROAD.

OBTH PENNSYLVANIA RAILROAD,—
THE MIDDLE ROWTE,—Shortest and most cirect route to Rethiebem, Allentown, Mauch Chunk, Hazelton, White Haven, Wilkesbarre, Mahanoy City, Mount Carmel, Fitiston, Scranton, and all points in the Lehigh, Mahanoy, and Wyoming coal regions.

Passenger Depot in Philadelphia, N. W. corner of BERKB and AMERICAN Streets.

SUMMER ARRANUSEMENT,
On and after WEDNESDAY, May S. 1887, Passenger trains leave the New Depot, corner Berks and American streets, daily (Sundays excepted), as follows:—
At 74- A. M.—Morning Express for Bethlenem and Principal Platitions on North Pennsylvania Railroad, Connecting at Bethlenem with Lehigh Valley Railroad for Alleniown, Catasauqua, Slatington, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and all points in Lehigh and Wyoming valleys, also, in connection with Lehigh and Mahanoy Italiroad, for Rapert, Danville, Milton and Williamsport, Arrive at Mauch Chunk at 1235 A. M.; at Wilkesbarre at S. P. M.; at Mahanoy City at 2. P. M.; at Scranton at 405 P. M.; Frasengers by this train can take the Lehigh Valley train, passing Bethlehem at 1755 P. M., for Easton, and points on New Jersey Central Railroad to New York.

At 8-15 A. M.—Accommodation for Doylestown, stop-

ork. At \$45 A.M. - Accommodation for Doylestown, stop-At 8-45 A.M.—Accommodation for Doylestown, stopping at all intermediate stations, Passeagers for Willow Grove, Hatboro, and Hartsville, by this train, take the stage at Old York road.

At 1945 A.M.—Accommodation for Fort Washington, stopping at intermediate stations.

At 126 P.M.—Express for Bethlenem, Allentown, Mauch Chunk, White Haven, Wilkesbarre, Mahanoy City, Centralia, Shenandoah, Mount Carmel, Pittston, Scrauton, and all points in the Mahanoy and Wyoming Coal regions. Passengers for Greenville take this train to Quakertown.

At 2-45 P.M.—Accommodation for Doylestown, stopping at all intermediate stations. Passengers take stage at Doylestown for New Hope; at North Wales for Sumneytown.

or Sumneytown.
At 4 P. M. - Accommodation for Doylestown, 'atopog at all intermediate stations. Passengers for fillow Grove, Hatboro, and Hartsville, take stage at At 520 P. M.—Through accommedation for Bethle-bern and all stations on main line of North Peonsyl-vania Raircad, connecting at Bethlehem with Lehigh Valley Evening train for Easton, Allentown, and Mauch Chunk, At 6'20 P. M.—Accommodation for Lansdale, stopping at all intermediate stations, At 11:30 P. M.—Accommodation for Fort Wash-legton, TRAINS ARRIVE IN PHILADELPHIA.

From Bethlehem, at 9 th A. M., 205, and 540 P. M. 205 P. M. train makes direct connection with Lenigh Valley trains from Easton, Wilkesbarre, Mahanoy City, and Hasleton, Passengers leaving Easton at 17.0 A. M. strive in Philadelphia at 205 P. M., Passengers leave Wilkesbarre at 1250 P. M., connect at Bothlehem at 615 P. M., and arrive in Philadelphia at 840 P. M.

A Bethlehem at 6-15 P. M., and arrive in Philadelphia at 8-6 P. M.

From Doylestown at 8-25 A. M., 5-10 P. M., and 7-10 P. M. and 7-10 P. M. and 7-10 P. M.

From Lansdale at 7-30 A. M.

From Fort Washington at 11-50 A. M. and 3-05 P. M.

ON SUNDAYS.

Philadelphia for Bethlehem at 9-30 A. M.

Philadelphia for Doylestown at 2-15 P. M.

Doylestown to Philadelphia at 7-20 A. M.

Bethlehem to Philadelphia at 4-30 P. M.

Fifth and Sixth Streets Passenger cars convey passengers to and from the new depot.

White cars of Second and Third Streets line and Union line ran within a short distance of the Depot.

Tickets must be procured at the Ticket Offics in order to secure the lowest rates of fare.

ELLIS CLARK, Agent.

Tickets sold and Baggage checked through to prin-Tickets sold and Baggage checket through to principal points at Mann's North Pennsylvania Baggage Express Office,

No. 105 S. Fifth street. No. 105 S. Fifth street.

DHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD.

Commencing Monday, September 20, 1867. Trains will leave Denot, corner BROAD Street and WASHINGTON Avenue, as follows:

Way Mail Train at 8 30 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecing with Delaware Railroad at Wilmington for Crisfield and intermediate stations.

Express Train at 12 M. (Sundays excepted), for Baltimore and Washington.

Express Train at 12 M. (Sundays excepted) for Baltimore and Washington, stopping at Chester, Thuriow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elitton, Northeast, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's, and Stemmer's Run.

Night Express at 11:00 P. M. (daily) for Baltimore and Washington. Connects at Wilmington (Saturdays excepted) with Delaware Railroad Line, stop-

Night Express at 11:00 P. M. (daily) for Baltimore and Washington. Connects at Wilmington (Saturdays excepted) with Delaware Railroad Line, stopping at Newcastle, Middletown, Ciayton, Dover, Harrington, Seatord, Salisbury, Princess Anne, and connecting at Cristicid with Boat for Fortress Monroe, Norfolk, Portsmouth, and the South.

Passengers for Fortress Monroe and Norfolk, via Baltimore, will take the 12 M. Train. Via Cristicid will take the 11:00 P. M. Train.

WILMINGTON TRAINS.

Stopping at all Stations between Philadelphia and Wilmington.

Leave Philadelphia at 150 and 1

Stopping at all Stations between the Stopping at all Stations between the Stopping at all Stations between the Stopping at the Stopping at the Stopping at all Stations at 1.20, 4.20, 4.00, and 11.30 (daily) P. M.

Leave Wilmington at 7 and 8 A. M., 4.00 and 6.20 (daily) P. M.

FROM BALTIMORE TO PHILADELPHIA.

Leave Baltimore 7.25 A. M., Way Mail: 9.38 A. M., Express; 2.18 P. M., Express; 6.35 P.M., Express; 8.35 P. M., Express; 8.35

Express: 2'15 P. M., Express: 6'35 P. M., Express: 8'35 P. M., Express.
SUNDAY TRAIN FROM BALTIMORE.
Leaves Baltimore at 8'55 P. M., stopping at Havredee-Grace, Perryville, and Wilmington. Also stops at Northeast, Eikton, and Newark, to take passengers for Philadelphia and leave passengers from Washington or Baltimore, and at Chester to leave passengers from Washington or Baltimore.
Through Tickets to all points West, South, and Southwest may be procured at the Ticket Office, No. 825 CHESNUT street, under the Continental Hotel, where, also, state-rooms and berths in sleeping-cars can be secured during the day. Persons purchasing tickets at this office can have their baggage checked at their residence by the Union Transfer Company, 4 8;

H. E. KENNEY, Superintendent,

The 1 and 11:30 P. M. Lines leave from Market Street Ferry, upper side.
Ferry, upper side.
LINES FROM KENSINGTON DEPOT
Will teave as follows:—
At 11 A. M., 470 P. M., and 12 P. M. (night), via Kensington and Jersey City, New York Express Lines.

sington and Jersey City, New York Express Lines. Fare, \$8.

At \$10.5 and 11 A. M., 230, 330, 430, 5, and 12 P. M., for Trenton and Bristol.

At \$ and 10.15 A. M., 230, 5, and 12 P. M., for Morrisville and Tallytown.

At \$ and 10.1 A. M., 230, 430, 5, and 12 P. M., for Schenck's.

At 10.15 A. M., 230, and 5 P. M., for Eddington.

At 7.30 and 10.15 A. M., 230, 4.5, 5, and 12 P. M., for Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, and at \$ P. M., for Holmesburg and Intermediate stations, BELVIDERE, DELAWARE RAILHOAD LINES, From Kensington Depot.

At \$ A. M. for Niagara Fails, Buffalo, Dunkirk, Canandaigus, Elmirs, Ithacs, Owege, Rocaester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Scranton, Stroudsburg, Water Gap, etc., etc.

Gap, etc., etc. At 8 A. M. and 8:80 P. M., for Belvidere, Easton, (amberiville, Flemington, etc. The 3:50 P. M. Line connects direct with the Train leaving Easton for Mauch Chunk, Allentown, Bethle-At 5 P. M. for Lambertville and intermediate stations.
Lines from West Philadelphia Depot, via Connecting Railway, with leave as follows:—
At 900 A. M., and 1 30 and 6 30 P. M., Washington and New York Express Lines, via Jersey City. Fare, 8000. The DA. M. and 6:30 P. M. Lines will run daily. All others, Sundays excepted, October 28, 1867. WM. H. GATZMER, Agent,

DHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILEGAD.—TIME TABLE. FOR GERMANTOWN, AND NORRISTOWN RAILEGAD.—TIME TABLE.

Leave Philadelphia 8. 7. 8, 905, 10, 11, 12 A. M.; 1, 2, 30, 83, 4, 5, 53, 6 10, 7, 8, 9, 10, 11, 12 P. M.

Leave Germantown 6. 7, 75, 8, 820, 9, 10, 11, 12 A. M.; 1, 2, 8, 4, 43, 6, 63, 7, 8, 9, 10, 11 P. M.

The 820 Down Train, and 33, and 53, Up Trains will not stop on the Germantown Branch.

ON SUNDAYS.

Leave Philadelphia 93, A. M. 2, 7, 104 P. M.

Leave Germantown 83, A. M. 1, 6, 93, P. M.

Leave Philadelphia 6, 8, 10, 12 A. M. 2, 3M, 53, 7, 8, and 11 P. M.

Leave Chesnut Hill 710, 8, 940, and 11 10 A. M. 140, 340, 540, 640, 840, and 10 40 P. M.

ON SUNDAYS.

Leave Chesnut Hill 710 A. M. 2 and 7 P. M.

Leave Chesnut Hill 710 A. M. 2 and 7 P. M.

Leave Chesnut Hill 710 A. M. 1240, 540, and 925

P. M.

CONSHOHOCKEN AND NORRISTOWN.

Leave Chesnut Hill 7:10 A. M. 12:40, 5:40, and 9:25 P. M.
FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia 6, 75, 9, and 11:05 A. M. 15: 8, 45, 65; 65, 80 5. and 11:5 P. M.
Leave Norristown 5:40, 7, 7:50, 9, and 11 A. M. 15; 8, 45; 05; and 85; P. M.
ON SUNDAYS.
Leave Philadelphia 0 A. M., 2:30 and 7:15 P. M.
Leave Norristown 7 A. M., 5:30 and 9 P. M.
FOR MANAYUNE.
Leave Philadelphia 6, 75; 9, and 11:66 A. M., 15; 8, 45; 65; 63; 805, 85; and 115; P. M.
Leave Philadelphia 6, 75; 9, and 10:6 A. M., 15; 8, 5; 65; 9, and 10:79; 8:20, 9; and 10:4 A. M., 2, 35; 5; 65; 9, and 10:79; N. D.
Leave Manayunk 6:10, 79; 8:20, 9; and 10:4 A. M., 2, 35; 5; 65; 9, and 10:5 P. M.
Leave Manayunk 75; A. M., 0 and 9:5 P. M.
Leave Manayunk 75; A. M., 0 and 9:5 P. M.
Leave Manayunk 75; A. M., 0 and 9:5 P. M.
Leave Manayunk 75; A. M., 0 and 9:5 P. M.
Leave Manayunk 75; A. M., 0 and 9:5 P. M.
Leave Manayunk 75; A. M., 0 and 9:5 P. M.

RAILROAD LINES.

WEST CHESTER AND PHILADELPHIA
WANTER AFRANGEMENT.
On and and MONDAY, October 7, 1977, Trains will
leave Depet, THIBITY-FIRST and CHESNUT Brown.
West Philadelphia, as follows.
Leave Philadelphia for West Chester, att 4. A. M.,
11 A. M., 130 P. M., 410 P. M., 450 P. M., 6.3 P. M., and
11 A. M., 130 P. M., 410 P. M., 450 P. M., 6.3 P. M., and
11 A. M., 130 P. M., 450 and 63 P. M.
Leave West Chester for Philadelphia, from Depeon East Market street, at 623 A. M., 745 A. M., 800
and 10 45 A. M., 135 P. M., 450 and 63 P. M.
Trains leaving West Chester at 250 A. M., and leaving Philadelphia at 450 P. M., will stop at R. C. Junction
and Media only.
Passengers to or from stations between West Chester and B. C. Junction going east, will take train
leaving West Chester at 745 A. M., and going weat
will take train leaving Philadelphia at 450 P. M., and
transfer at B. C. Junction.
The Chesput and Walnut Street cars connect wha
all of the above trains, carrying passengers down
all of the above trains, carrying passenger down
all of the above trains, carrying the send and the camden and Amboy RR. office, at Walnut streets whard,
passing out Walnut street to the depot.

The Market Street cars will be in walting, as usual,
at Thirty-first and Market streets, on the arrival of
each train, to convey passengers into the city, sand
for lines leaving the Depot take the cars on Market
street, the last car connecting with each train leaving
Front and Market streets Unity minutes previous to
departure.

departure.

ON SUNDAYS.

Leave Philadelphia at 8:30 A. M. and I P. M.
Leave West Chester at 7:55 A. M., and 4 P. M.
The cars on Market street will connect with all Sunday trains, both ways, as usual, leaving Front and Market street the will connect with all Sunday trains, both ways, as usual, leaving Front and Market street the train leaves Depot, and will leave Depot on arrival of each train, to carry passengers into the city.

Trains leaving Philadelphia at 7:45 A. M. and 4:50 E. M., and leaving West Chester at 8:00 A. M., and 4:50 E. M., connect at B. C. Junction with trains on F. agd B. C. K. R., for Oxford and intermediate points.

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

4:175

General Superintendent

DHILADELPHIA AND BALTIMORE CEMBER TRAL RAILHOAD.—Summer Arrangements on and atter SATURDAY, June 1, 1867, Trains will have person of the West Chester and Philadelphia Railroad, corner of THIRTY-FIRST and CHESSN UT Streets (West Philadelphia), at 7:16 A. M. and 4:50 P M.

Leave Rising Sun at 5:15 and Oxford at 6:06 A. M.

A Market Train, with Passenger Car attached, will run on Tuesdays and Fridays, leaving the Rising Sus at 11:15 A. M., Oxford at 12:00 M., and Kennett at 17:00 P. M., connecting at West Chester Junction with a Train for Philadelphia on Wednesdays and Saturdays trains leave Philadelphia at 2:00 P. M., run ing through to Oxford.

The Train leaving Philadelphia at 7:15 A. M. comments at Oxford with a daily line of Stages for Peach Bottom, in Lancaster county, Returning, leaves Peach Bottom to connect at Oxford with the Affect noon Train for Philadelphia.

The Train leaving Philadelphia at 4:50 P. M. runs to Rising Sun, Md.

Passengers allowed to take wearing apparel only as baggage, and the Company will not in any case by responsible for an amount exceeding one hundred dollars, unless a special contract be made for the same, 5 112

HENRY WOOD General Sup's. DHILADELPHIA AND BALTIMORE CHIE WEST JERSEY RAILROAD LINES, FROM

FST JERSEY RAILEOAD LINES, FROM
foot of MARKET Strees (Upper Ferry),
Commencing TUESDAY, September 17, 1897.
For Bridgeton, Salem Vineland, Millyfile, and intermediate stations, 8'00 A. M., and 8'30 P. M.,
For Cape May 3'30 P. M.,
For Woodbury at 8'00 A. M., and 8'30 and 6'00 P. M.,
Freight Train leaves Camden at 12 M. (noon) dany,
Freight will be received at Second Covered Whand
below Walnut street, from 7'00 A. M. until 8'00 P. M.
Freight received before 9'00 A. M. will go forward the
same day,
Freight Delivery, No. 228 S. DELAWARE Avenue,
72 if WILLIAM J. SEWELL, Superintendent.

CAMDEN A ND BURLINGTON COUNTY

OF RAILROAD.—On and after MONDAY, October

1, 1867, trains will leave from root of MARK ET Street
(upper ferry), for Merchantville, Moorestown, Hartford, Masonville, Hainesport, Mount Holly, Smithville, Evansville, Vincentown, Birmingham, and
Pemberton, at 10 30 A. M. and 4 30 P. M.

PETURNING.

Leave Pemberton at 7:55 A. M. and 2:05 P. M.

"Mt. Holly "8:17" "2:27"

Mt. Holly "8:17" "2:27"

"Moorestown" 8:42 "2:52"

10 22 tf C. SAILER, Superintendent,

LUMBER. 1867.—SELECT WHITE PINE BOARDS 44, 54, 54, 64, 2, 256, 28, and 4 inch choice panel and is common, 16 feet low white pine, panel pantiern plane, Large and superior stock on hand,

1867. BUILDING! BUILDING;
BUILDING!
LUMBER! LUMBER! LUMBER!
44 CAROLINA FLOORING.
44 DELAWARE FLOORING.
44 DELAWARE FLOORING.
WHITE PINE FLOORING.
WHITE PINE FLOORING.

1867. CEDAR AND CYPRESS 1867. WALNUT BOARDS.
WALNUT PLANK.
WALNUT PLANK.
WALNUT PLANK.
LARGE STOCK—SEASONED.

1867. LUMBER FOR UNDERTAKERS LUMBER FOR UNDER FOR U 1867. ALBANY LUMBER OF ALL KINDS.
BEASONED WALNUT.
DRY POPLAR, CHERRY, AND ASH,
OAK PLANK AND BOARDS,
ROSEWOOD, AND WALNUT VENERS.

1867 -CIGAR-BOX MANUFACTURERS.
SPANISH CEDAR BOX BOARDS. 1867. SPRUCE JOIST! SPRUCE JOIST FROM 14 TO 22 PEFT LONG.
SUPERIOR NOR MAY BOANTLING.
MAULE, BROTHER & CO.,
No. 2500 SOUTH STREET.

U. S. BUILDERS' MILL, NOS. 24, 26, AND 28 S. FIFTEENTH SE. ESLER & BRO., Proprietors.

Al ways on hand, made of the Rest Seasoned Lumbert at low prices. WOOD MOULDINGS, BRACKETS, BALUSTERS, AND NEWELS. Newels, Balusters, Bracket and Wood Monidings. WOOD MOULDINGS, BRACKETS, BALUSTERS AND NEWELS. Walnut and Ash Hand Railing, 8, 8%, and 4 inches,

BUTTERNUT, CHESNUT, and WALNUT MOULDINGS to order. J. C. PERKINS, LUMBER MERCHANT,

NO. 324 CHRISTIAN STREET. Constantly on hand a large and varied amorin of Building Lumber.

WANTS. BOOK AGENTS IN LUCK AT LAST.

The crisis is passed. The hour has come to lift the veil of secresy which has hitherto enveloped the inner history of the great civil war, and this is done by offer-ing to the public General L. C. Baker's "HISTORY OF THE SECRET SERVICE." Per thrilling interest this book transcends all the romanoes of a thousand years, and conclusively preven that "truth is stranger than fiction."

Agents are clearing from \$250 to \$500 per month; which we can prove to any doubting applicant. A few more can obtain agencies in territory yet unocompled, Address

P. GARRETT & CO.

NO. 708 CHEANUT STREET, PHILADELPHIA

PAPER HANGINGS, ETO. PAPER HANGINGS.

NEW ESTABLISHMENT. E. CORNER OF TENTH AND WALNUT. J. C. FINN & SONS Have opened with an extensive assortment of DECO RATIVE and PLAIN WALL PAPERS, embracing

every quality to suit all tastes. GARDNER & FLEMING

COACH MAKERS, NO. 214 SOUTH FIFTH STREET, New and Second-hand Carriages for sale. Per ticular attention paid to repairing 100m