The Fashion of Red Hair. A French writer, M. Jules Dénizet, has written an article in a Paris journal under the title of The Revenge of the Red-Headed," in which he discusses a prevailing continental fashion, and gives some interesting information. Going back to Rome in the time, of the Cæsars, he reminds his countrymen that in those days the mad and the bad among women were ordered by the edile—or, as M. Denizet says the prefect of police of the period—to wear red hair. Red hair, then, was a mark of degradation, but all this is changed now. M. Dênizet says:

'The Romans got enormous quantities of hair from Germany. Most of it in the present day comes also from Germany, as well as from Brittany and Normandy. Paris annually exports upwards of 100,000 kilograms (about 200,000 pounds) to England and America. A few years ago its price from a living head, was from five to ten francs the kilogram, uccording to the length and color, Red hair, which was formerly unsalable; except for dyeing, is this year at a premium; but the rage cannot last long. Hair of this color is generally coarse and harsh; and taste will no doubt soon return to black and blonde, which are twice as fine and three times as soft and glossy. Red hair dries, black and blonde thicken. The first preparation which hair undergoes im mediately raises its price to eighty francs the kilogram. In our time the rehabilitation of the red-haired commenced in the 'Juif Errant,' in which Eugene Sue depicted Mdle. de Cordoville in such growing colors that, for her charming sake, the hitherto despised shade rose a little in public opinion. How many persons have we known seeking by every means in their power to turn the hated red into brown or chestnut? Oils, pomades, brass and leaden combs were the suposed remedies, and these failing,

dyes was resorted to.
"At school, the red-haired boy or girl was the butt for every joke, the scape-goat for every mischievous trick and escapade. If an inquiry was made as to the perpetrator of any offence, 'It was the rouquin who did it,' chorused the boys. 'It was the rouquine,' eried the girls! Children whose heads were dressed in red lost their patronymic at school, and were simply known as the rouquin or the rouquine. If, as was generally the case, freckles were an accompaniment, the victim was said to 'bear the brand of Judas' in his face! What wonder then, if with this treatment the red-haired child became sullen and disagreeable, and in some sort merited the reputation given him beforehand? In the tale of 'The Fair One with the Golden Hair' no child could ever have imagined the face of the beautiful princess framed in red locks! Her hair must have been fine threads of real gold! As to a red-haired princess, such a thing was never heard of! The fairy tale would have lost all its interest in the eyes of children had such a heroine been possible. Cooks, even, of this color were looked upon with dislike. Mistresses pretended that the peculiar odor of their hair lent itself unpleasantly to the sauces, turned the milk and spoiled

"Now, all that is changed: red hair is the mode. The young mother prays that her coming babe, if a girl, may have red locks, and if it has, its fortune is made. The red-haired beauty is taking her revenge; she carries her chignon. like a flag, and gathering under it, aided by fashion, every shade of chestnut, blonde and black, transforms them all into red. But tout passe, tout lasse; and to-morrow the mode may change. However, although the triumph of the red-haired may prove but that of a season—their glory but ephemeral—still there is no doubt that they will never descend to their former disgraceful position. The prejudice of ages having once been removed, they have been admitted to an equality with their more favored sisters. But now a word of advice and warning: Let them descend a few steps from the ladder they have climbed so triumphantly, lest a speedy reaction may precipitate them therefrom."

JOHN BALLANTYNE, a Scotch artist, has made a series of pictures, showing several of the most eminent painters of the present day at work in their studios. In the choice of arrangement, Mr. Ballantyne is considered as very happy; Sir Edwin Landseer, for example, is painted actually at work upon his model of the lion for the Nelson monument in London. The great man is shown seated between the enormous paws, his old pet pointer at his feet, hacking away at the tough clay to form the mane of the gigantic animal, whose immense head towers above him with a proud and threatening look. The studio in this case is Baron Marochetti's, where Landseer has long been engaged with these models. Two lions are shown standing at the side. The portrait of Mr. Maclise shows the artist at work upon his great fresco, "The Death of Nelson," surrounded with various bits of nautical "properties" for study, and his color grinder seated on a bench below, preparing his paints. This is said to be an excellent picture, well composed and very cleverly touched, the likeness of Maclise being, though a profile, a very good one. The picture of the late David Roberts is regarded as beautiful. The painter has left his work to play with one of his daughter's sweet little children, who has taken up brush and palette and stands before his picture threatening to display his artistic gifts upon his canvass. Mr. Elmore's is another good one, representing him seated before the easel, on which is the beginning of his well known picture of "The Mob at the Tuileries;" Mr. Firth is painted at his great"Royal Marriage" picture, with some aristocratic beauty seated on the throne. Mr. Millais is painting his "First Sermon," from his own pretty little girl in her red cloak and furs. Mr. Phillip's beautiful studio scarcely gets justice done to it. The portrait, ever, will serve to recall the distinguished painter of Spanish life and character. Mr. Stanfield is painted standing some distance from his picture on the easel, and any one familiar with the figure of the well known painter will recognize it readily. The portrait of Mr. Holman Hunt at the easel, wearing a fez cap and grand oriental robe, is spoken of as one of the least satisfactory of all. The figure is too small, and gives but a very poor idea of the painter's remarkable head. The other painters who have been selected for this artistic album are Mr. Creswick, Mr. T. Faed, Mr. Nicol, the painter of Irish character, who is studying from one of his favorite frieze-clad peasants, and Mr. G. Harvey, the president of the Royal Scottish Academy. BACON.—20 hoxes side Bacon, for sale by E. A. SOU DER & CO., Dock street Wharf.

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Amboy, Accommodation, (Freight and Passenger.) senger.) At 6 and 11.80 P. M., via Camden and Amboy, Accom

modation,
(Freight and Passenger) 1st Class Ticket, 2 25
2d Class Ticket, 1 50
At 6 A. M., 2 and 5 P. M. For Mount Holly, Ewansville Pemberton and Vincentown. At 6 A. M., and
9 P. M. for Freehold. At 1. P. M. (Night) via Kensington and Jersey City Express.

The 8.48 P. M. Line will run daily. All others Sundays excepten.

At 1.86 At 1. M. Line will run daily. All others Sundays excepten.

At 1.86 At 1. M. Line will run daily. All others Sundays excepten.

At 1.86 At 1. M. Line Will run daily. All others Sundays excepten.

At 1.86 At 1. M. Line Will run daily. All others Sundays excepten.

At 1.86 At 1. M. Line Will run daily. All others of the risdale. Holmesburg factory. Wissinoming. Brides burg and Frankford and at 8 P. M. for Holmesburg and Intermediate Stations.

BELVIDERE JELAWARF RAILROAD, for the Delaware River Valley, Northern Fennsylvania, and New York State, and the Great Lakes. Two through trains daily (Sundays exopted) from Kensington Depot. as follows:

At 7.80 A. M. and 8.30 P.M. for Niagara Falls, Buffalo, I unklirk, Canandaigas. Elmira, Ithacs., Owego. pot, as follows:

At 7.30 A. M. and 8.30 P.M. for Niagara Falls, Buffalo, Lunkirk, Canandaiga. Elmira, Libaca, Owego, Rochester, Binghampton, Oswego, Syracuse, Great Bend. Montrose, Wilkesbarre Scrauton, Stroudsburg, Water Gap, Belvidere, Maston, Lambertville, Flemngton, &c. The 3.30 P. M. Line connects direct with the Train leaving Easton for Mauca Chunk, Allentown, Bethlehem, &c.

At 5 P. M. for Lamberville and intermediate Stations.

As For New York, and Why Lines leaving Kenshigton Depot, take the fars on Fifth street, above Walmut, half an hour betole departure. The cars run into the Depot, and on arrival of each Train, run from the Depot.

Fifty Pounds of Baggageonly, allowed each Passenger. Passengers are prohibited from taking anything as beggage but their weating apparel. All baggage over nity pounds to be paid for extra. The Company limit their responsibility for baggage to One Dollar per pound, and will not be liable for any amount beyond time, except by special contact.

Graham's Baggage kxpress will call for and deliver baggage at the Depots. Orders to be left at No. 3 Walnut street.

DUI Street. LINES FROM NEW YORR FOR PHILADELPHIA: Will leave from foot of Ctriland street, at 12 M. and 1P. M., via Jersey City and Lamden. At 7.10 and 11½ A. M., 6 P. M. and 12 Night tia Jersey City and Kensington. A. m., o f. m. and 12 Migar in the sington.

From foot of Barclay street at 6 A. M. and 2 P. M., via Amboy and Camden.

From Pler No. 1 N. Rivel, at 12 M., 3 and 7 P. M. (Freight and Passenger), via Amboy and Camden.

WM. H. GATZMER, Agent.

(Freight and Passenger), vial Amboy and Camden.

WM. H. GATZMER, Agent.

CATAWINSA RAILIROAD.

Short line to Williamsport Elmira.0il Regions, Erie.

Buffalo, Nisgara Falis. Suspension Bridge, and all places in the Western, Nortil Western and South Western States and the Candass.

Four through trains daily (Sundays excepted).

Leave Philadelphia and Leave North Pennsylvania Reading R.R. Depot.

8 A. M. 7.30 A. M.

So P. M.

By all these trains direct connection is made at Elmira with Erie railway; at Sajarsanca with Atlantic and Great Western railway; at Suspension Bridge with Great Western railway; as passengers the advantage of high speed with low fare.

Stephen and Markett Suspension of the passengers the advantage of high speed with low fare.

For through tickets and further particulars concerning the routes, apply at the.

Ticket Office, 425 Chestnut street.

OCZI

N. VAN HORN, Pas. Agt.

WEST JERSEY RAILROAD

LINES-From foot of Market street

Univer Ferry, Daily orcept Sundays. FALL AND

WINTER ARRANGEMENT,

Commencing WEDNESDAY, NOVEMBER 15th,
1885.

Commencing Wednesday, November 1sth, 1885.

For Bridgeton, Salem, and all Stations on West Jersey and salem Railroads, at 9 A. M. and 3.30 P. M. For Millville and all intermediate Stations, at 9 A. M. and 3.70 P. M. Effect cape May and intermediate Stations, at 9 A. M. to Millville connecting with freight train (Passenger car attach d) for Cape May, due 3.15 P. M. and 3.00 P. M. For Glassbord and intermediate Stations, at 9 A. M. For Woodbury, Gloncester, dx., at 9 A. M., 3, 3.30, and 3.30 P. M.

For Woodbury, Gloncester, dx., at 9 A. M., 3, 3.30, and 3.30 P. M.

The West Jersey Philadelphia from Sandford's Wharf at 10 A. M., and Camden, at 12 M.

J. VAN RENSELIAER; Superintendent.

THE WEST JERSEY, EXPRESS COMPANY Will attend to all the usual branches of Express Busness, receive, deliver, and forward, through other responsible Express Companies, to all parts of the country, any article entrusted to them. A Special Messenger accompanies each through train. Office, No. 5 Walnut street.

TRAVELING QUIDE. READING RAILROAD.

THILADELPHIA GREAT TRUNK LINE FROM
GREAT TRUNK LINE FROM
GREAT TRUNK LINE FROM
SYLVANIA. THE SCHUY LRILL, SUSQUEHAN.
NA. CUMBERLAND AND WYOMING VALLES,
THE NORTH, NORTHWEST and the CANADAS.
WINTER ARRANGEMENT OF PASSENGER
TRAINS leaving the Company's Depot, THIRTEENTH and CALLOWHILL Streets, Philadelphia
at the following hours:

TEENTH and CALLUW HALL

at the following hours:

At 8 A. M., for Reading, Lebanon, Harrisburg,
Pottsylile, Pine Grove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buifalo, Allentown, Wilkesbarre, Pittston, York, Carlisie, Chambersburn, Hagerstown, &c., &c. town, Wilkesbarre, Pittison, York, Carlisia Chambersburg, Hagerstown, &c., &c.

This train connects at READING with the East Pennsylvania Raliroad trains for Alieutown, &c., and with the Leanon Valley train for Harrisburg &c., at PORT CLINTON with Catawissa Raliroad trains for Williamsport, Lock Haven, Elmira &c., at HARRISEURG with Northern Central, Cumberland Valley, and Schoylkfil and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, &c., Connecting with Reading, Pottaville, Harrisburg, &c., connecting with Reading, Pottaville, Harrisburg, &c., connecting with Reading and Culumbia R. R. trains for Columbia &c., and with Catawissa Raliroad train for Milton, Williamsport, Elmira, Buffalo, &c.

wissa Raliroad train for Milton, Williamsport, Eimira, Buffalo, &c.

READING ACCOMMODATION.

Leaves Reading: 16.30 A. M., stopping at all waystations; arrives in Philadelphia at 9.30 A. M., Returning, leaves Philadelphia at 4.30 P. M.; arrives in Eegding at 7.39 P. M.

Trains for Philadelphia leave Harrisburg at 7.25 A. M., and Pottsville at 8.30 A. M., arriving in Philadelphia at 12.45 P. M., Afternoon trains leave Harrisburg at 1.45 P. M., and Pottsville at 2.45 P. M.; arriving at Philadelphia at 7.65 P. M.

Harrisburg accommodation leaves Peading at 8.55 A. Harrisburg accommodation leaves Peading at 8.55 Philadelphia at 7.05 P. M. Harrisburg as A. M. and Harrisburg accommodation leaves Reading at 7.85 A. M. and Harrisburg at 9.00 P. M. Market train, with a Passenger car attached, leaves Philadelphia at 12.45 noon for Reading and all way as attons; leaves Reading 11.30 A. M., and Downingtown 12.30 P. M. for Philadelphia and all way stations. All she above trains run daily, Sundays excepted. Sunday trains leave Pottsville at 8.00 A. M., and Philadelphia at 8.15 P. M. CHESTER VALLEY RAILBOAD. Passengers for Downingtown and intermediatepoints take the 8.00 A. M. and 4.30 P. M. trains from Philadelphia, et alterning from Downingtown at 7.05 A. M. and 2.30 Noon.

take the 8.00 A. M. and 4.30 P. M. trains from Philadelphia, returning from Downingtown at 7.05 A. M. and 2 30 Noon.

NEW YORK EXPRESS, FOR PITTSBURGH AND NEW YORK EXPRESS, FOR PITTSBURGH AND Leaves New Yorket 9.00 A. M. and 8 P. M., passing Reading at 1 A. M., and 1.8 P. M., and connecting at Harrisburg with Pennsylvania, and Northern Central Railroad Express Trains for Pittsburgh, Chicago, Williamsport, Elmira, Baltimore, &c.
Returning, Express Train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburgh, at 8 and 9.05 A. M., passing Reading at 4.49 and 10.52 A. M., arriving at New York 16 A. M., and 2.45 P. M. Sleeping Car accompanying these trains through between Jerney City and Pittsburgh, without charge,
Liall train for New York leaves Harrisburg at 1.45 P.
M. Mall train for Harrisburg leaves New York at D. Noon.

SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsville at 6.45, 11 A. M. and 7.15 P. M., returning from Tamaqua at 7.35 A. M., and 1.40 and 4.15 P. M., SCHUYLKILL AND SUSQUEHANNA RAILROAD.

Trains leave Auburn at 7.45 A. M. for Pinegrove and Harrisburg, and at 1.50 P. M. for Pinegrove and Tramout returning from Harrisburg at 4.00 P. M. and from Tremont at 7.00 A. M. and 6.06 P. M.

TICKETS.

Through first-class tickets and emigrant telepara

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

The following tickets are obtained only at the Office of S. Bradford, Treasurer, No. 27 South Fourth street, Philadelphia, or of G. A. Nicolis, General Superintendent, Reading. ng.
COMMUTATION TICKETS,
r cent., discount between any points desired

COMMODAL Detween any pound At 25 per cent., discount between any pound for families and firms.

MILEAGE TICKETS,
Good for 2,000 mlles, between all points, at \$52 50 each, for families and firms.

SEASON TICKETS.

SEASON TICKETS. EFor three, six, nine or tweive months, for holders enly, to all points at reduced rates.

CLERGYMEN

Residing on the line of the Road will be furnished with cards, entitling themselves and wives to tickets as half-fare.

EXCURSION TICKETS.

From Philadelphia to principal state From Philadelphia to principal stations, good for Saturday, Sunday and Monday, at reduced fare, to be had only at the Ticket Office at Thirteenth and Callow-hill streets.

had only at the Ticket Office at Thirteenth and Callow-hill 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 Philladelphia daily at 5.50 A. M., 12.45 noon and 6 r. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and all points beyond.

Close at the Philladelphia 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.

PHILADELPHIA, WILMING-TON AND BALTIMORE BAIL-RUAL-TIME TABLE.—Commencing MONDAY, October 25d., 1865. Traths, will leave Depot, corner of Broad street and Washington avenue, as follows: Express Train, at 4.68 A. M. (Mondays excepted), for Baitimore and Washington, stopping at Wilming. tor. Battimere and Washington, stopping at Wilming. ton. Perryville, Havre-de Grace, Aberdeen, Perryman's, and Magnona. Way-mail Train, jat 6.15 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations, connecting with Delaware Railroad at Wilmington, for Salisbury and intermediate stations. ind Washington, stopping at Wilming. Havre-de Grace, Aberdeen, Perry-Salisbury and Intermediate stations.

Express Train at 1-15 F M. (Sandays excepted), for Baltimore and Washington, stopping at Chester, Wilmington, Eikton, Perryville and Havre-de-; race.

Express Train at 4-0 F. M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington, Newark, Elkton, Northeast, Perryville, Havre-de-Grace, Perryman's Edgewood, Magnolia and Stemmer's Burpess at II,15 P. M. for Baltimore and Washington, stopping at Chester, Wilmington, Newark, Elkton, Northeast, Perryville and Havre-de-Grace, Passengers by boat from Baltimore for Fortress Monroe, Norfolk, City Point and Richmond will take the S15 A. M. Train.

As an additional accommodation only for those holding tickets for these points, a special car will lave the Philliadelphia In-pot at II.-5 A. M., connecting at Gray a Ferry with the Morning Express train from New York. Ferry with the Morning Express train from New York.

York.

WILMINGTON ACCOMMODATION TRAINS, stepping at all stations between Philadelphia and Wilmington.

Leave Philadelphia at 11.15 A. M., 8.30, 5.00, 7.00 and 10.00 P. W. The 2.30 P. M. train connects with the Delaware Railroad for Mirford and intermediate stations.

Leave Wilmington 7.00, 8.15 and 8.30 A. M., 3.00 and 4.50 P. M.

Trains for Newcastle leave Philadelphia at 8.15 A. M., 3.30 and 5.00 P. M.

LEVE N. Minington at acts, and 5.50 A. M., 5.00 and 5.50 P. M.

Trains for Newcastle leave Philadelphia at 8.15 A.

M., 3.50 and 5.60 P. M.

THROUGH TRAINS FROM BALTIMORE
Leave Wilmington at 12.60 M., 427, 8.02 and 9.54 P.M.

(HE-TER FOR PHILL DELPHIA.

Leave Chester at 8.01, 8.55 and 10.14 A. M., 12.36, 3.48, 4.55, 5.34 and 8.38 P. M.

From Baitimore to Philadelphia.—Leave Baltimore 3.25 A. M., Way Train, 6.35 P. M., Express. 9.5 P. M., Express.

Trains for Baltimore leave Chester at 8.56 A. M., 150 and 11.50 P. M., 12.25 A. M.

Trains for Baltimore leave Wilmington at 5 13, 9.30 A. M., 2.25, 5.10 P. M., 12.25 A. M.

SUNDAY TRAINS.

Express Train at 4.65 A. M. for Baltimore and Washington, stopping at Wilmington, Perryville, Havre-de-Grace, Aberdeen, Perryman's and Magnolia.

Night Express 11.15 P. M. for Baltimore and Washington, stopping at Chester to Wilmington, Newark, Elkton, Northeast, Perryville and Havre de Grace, Accomodation Train at 10 P. M. for Wilmington and Way Stations.

Baltimore at 9.55 P. M., stopping at Havre de Grace, Perryville and Wilmington Also stops at Elkton and Newark (to take passengers from Baltimore) and Chester to leave passengers from Baltimore)

and Chester to leave passenges.

Washington.

A special train will leave Wilmington for Philadelphia at 6.30 P. M.

Freight train with passenger car attached will leave Wilmington for Perryville and intermediate stations at 6.64 P. M.

Superintendent.

ISS. PHILADELPHIA AND
ERIE RALIROAD. 1865.
This great line traverses the Northern and Northwest counties of Pennsylvania to the city of Erie, on Lake Erie.

It has been leased and is operated by the Pennsylvania Ralirosé Company.

TIME OF PASSENGER TRAINS AT PHILADELPHIA.
Erie Mail Train 100 P. M.
Erie Express Train 1100 P. M.
Erie Express Train 720 P. M.
Erie Express Train 720 P. M.
Erie Express Train 720 P. M.
Erie Express Train 1720 P. M.
Erie Express Train 720 P. M.
Erie Express Train 720 P. M.
Erie Express Train 720 P. M.
Erie Express Train 1810 P. M.
Leave Mail Train 1810 P. M.
Leave Erie at 155 P. M., arrive at Erie 337 A. M.
Leave Erie at 155 P. M., arrive at New York 1.15 P. M.
No change of cars between Erie and New York 1.15 P. M.
No change of cars between Erie and New York 1.15 P. M.
Elegant Sleeping Cars on all Night Trains.
Elegant Sleeping Cars on all Night Trains.

steerner THIRTIETH and MARKET Streets, randdelphia.
And for Freight business, of the Company's Agents:
S. B. Kingston, Jr., corner Thirteenth and Market
sts - Philadelphia. J. W. Reynolds, Eric.
Wikiam Brown, Agent, N. C. R. R., Raitimore.
Wikiam Brown, Agent, N. C. R. R., Raitimore.
General Freight Agent, Philadelphia,
H. W. GWINNER,
General Ticket Agent, Philadelphia,
A. L. TYLER.
General Sup't., Williamsport. information respecting Passenger business apply ner THIRTIETH and MARKET streets, Phils

WEST CHESTER AND PHILA MEDIA, VIA MEDIA. WINTER ARRANGEMENTS.
On and after WEDNESDAY, October 18th, 1865, the trains will leave as follows:
WEST CHESTER TRAINS.
Leave Philadelphia for West Chester 8.05, 11.00 A. M., 215, 4.20 and 6.00 P. M.
Leave West Chester for Philadelphia 6.45, 8.15, 10.45 A. M., 140, 4.35 P. M.
Trains leaving West Chester at 8.15 A. M. and leaving Philadelphia at 4.30 P. M., will not stop at Pennelton, and will stop below B. C. Junction at Media only.
PENNELTON TRAINS.
Leave Philadelphia for Pennelton 4.00 and 11.00 P. M.
Leave Pennelton for Philadelphia 9.02 A. M., 6.20 P. M. Leave Pennelton for Philadelphia 9.02 A. M., 6.20 P. M.
These Trains stop at all intermediate Stations.
ON SUNDAYS—Leave Philadelphia at 8.30 A. M. and 2.00 P. M.
Leave West Chester 7.55 A. M. and 4.00 P. M.
Trains leaving Philadelphia at 8.55 A. M., and 4.55 P. M., and leaving West Chester at 8.15 A. M. and 4.55 P. M., comet at B. C. Junction with Trains on the P. and B. C. R. R. for Oxiord and intermediate points.

LEGF Passengersjare allowed to take wearing apparel 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.

LENRY WOOD. TRAVELING GUIDEL

Shortest and most direct line to Bethlehem, Allentown, Masach Chunk, Hazleton, White Hayen Wilkrebarre, Mahanoy City, and all points in the Lehigh and Wyol Ming Can Regions.

Passenger Bepots in Philadelphia, THIRD street above Thompson, and corner of REEKS and AMERI CAN streets.

WINTER ARRANGEMENT.

On and after Monday, Nov. 20th, 1865, Passenger trains leave the Depot, Third street, above Thompson, daily (Sundays excepted), as follows:

AT 7.50 A. M.—Morning Express for Bethlehem and and Principal Stations on North Pennsylvania Ball-road, connecting at Bethlehem with Lehigh Valley Railroad for Allentown, Catsasanqua, Slatington, Manch Chunk, Weatherly, Jeanesville, Hazleton, White Haven, Wilkesbarre, Kingston, Pittston, and all points in Lehigh and Mahanoy Railroad for Mahanoy City, and with Catawissa Railroad, for Repert, Dawyille, Milton and Williamspert. Arrive at Mauch Chunk at ILi5 A. P. M. Passengers by this train can take the Lehigh valley Train, passing Bethlehem at 12.00 M. for Easton and points on New Jersey Central Railroad to New Yersey Central Railroad F. M. Passengers by this train can take the Lehigh Valley Train, passing Bethlehem at 12.00 M. for Easton and points on New Jersey Central Railroad to New York.

AT 8.35 A. M.—Accommodation, for Doylestown, stopping at all intermediate Stations. Passengers for Willow Grove, Hatboro and Hartsville, by this train, take Stage at Old York Road.

AT 10 A. M.—Accommodation, for Fort Washington, stopping at all intermediate Stations.

At 2.30 P. M. Accommodation for Doylestown, stopping at all intermediate stations. Passengers take stage at Doylestown for New Hope.

AT 2.30 P. M.—Evening Express for Rethlehem and principal Stations on the North Pennsylvania Railroad, making close connection at Bethlehem with Lehigh Valley Train for Easton, reaching there at 6.5 P. M.—Passengers for Plainfield, Somerville and other points on New Jersey Central R.R. take N. J. C. Train at Easton, which arrives in New York at 10 P. M. Passengers for Summeytown take stage at North Wales, and for Nazareth at Bethlehem and for Greenville at Quakertown. and for Nazareth at Bethienem and for Ordenvine as Quakertown.

AT 4.15 P. M.—Accommodation, for Doylestown, stopping at all intermediate Stations. Passengers for Willow Grove, Hatboro' and Hartsyille take stage at Abington: for Lumberville at Doylestown.

AT 5.15 P. M.—Through Accommodation, for Bethlehem and all Stations on main line of North Pennsylvania Railroad, connecting at Bethlehem with Lehigh Valley Evening Train for points on Lehigh Valley Railroad and for Danville, Williamsport and Catawissa Pailroad.

AT 6.15 P. M.—Accommodation, for Lausdale, stop-ping at all intermediate Stations. ping at all intermediate Stations.
At 11 P. M. Accommodation for Fort Washington.
TRAINS FOR PHILADELPHIA.
Leave Bethlehem at 6.55 and 10.02 A. M., and 6.15 P.

M.
Passengers leaving Easton at 9.20 A. M., connect at 3ctinlehem and arrive in Philadelphia at 12.25 P. M. Passengers leaving Wilkesbarre at 1 P. M., connect at Bethlehem at 6.15 P. M., and arrive in Philadelphia

Assengers leaving whitesharre at 1 P. M., connect at Bethiehem at 6.15 P. M., and arrive in Philadelphia at 4.55 P. M.

Leave Doylestown at 6.30 A. M. 8.15 and 5.30 P. M.

Leave Lansdalfat 6.10 A. M.

Leave Fort Washington at 10.50 and 2.15 P. M.

ON SUNDAYS.

Philadelphia for Bethiehem at 9 A. M.

Philadelphia for Bethiehem at 9 A. M.

Philadelphia for Doylestown at 8 P. M.

Doylestown for Philadelphia at 7.20 A. M.

Bethichem for Philadelphia at 4 P. M.

Fifth and Sixth Streets Passenger Cars conv y passengers to and from Berks Sixeet Depot.

White Cars of Second and Third Streets Line convey passegners to Third Street Epot.

Tickets must be procured at the Ticket Offices, THIRD street or BERKS street, in order to secure the lowest rates of fare.

ELLIS CLARK, Agent.

Hillman's Baggage Express will call for and deliver Baggage at the Depot.

Office, No. 118 South THIRD street.

Delice, No. 118 South THIRD street.

PENNSYLVANIA CENTRAL.

Office, No. 118 South THIRD street.

PENNSYLVANIA CENTRAL

RAILROAD.

WINTER ARRANGEMENTS.

The trains of the Pennsylvania R. R. will leave the
New Depot at Thirtieth and Market streets.

The cars of the Market Street Passenger Railway
run to and from this Depot. They also leave Front
street every two minutes, commencing one hour previous to the time of departure of each Train and allow
about 30 minutes for a trip. Their cars are in waiting
on the arrival of each Train to convey Passengers into
the city, and connections are made with all roads crossng Market street.

UN SUNDAYS—Cars leave Eleventh and Market
streets at 6.55 P. M., to connect with the Pittsburgh and
Erie Mail, and at 10.25 P. M. with Philadelphia Exdress. dress.

Mann's Baggage Express will hereafter be located at
No. 31 South Eleventh street. Parties desiring Baggage
taken to the trains, can have it done at reasonable rates

upon application to him.
TRAINS LEAVE AND ARRIVE AT DEPOT
THUS: ERIE EXPRESS
MAIL TRACE at 7.30 A. M.
at 4.00 A. M.
10.00 M.
12.00 M.
1.00 P. M.
2.30 M.
4.00 M.
5.30 M.
11.10 M. ALL TRAIN
OLI ACCOM., No. 1
ET LINE,
ERIESBURG,
AERISBURG ACCOM.,
NCASTER ACCOM.,
OLI TRAIN No. 2 CINCINNATI EXPRESS, PHILADELPHIA EXPRESS PAOLI ACCOM, No. 1 PARKESBURG 1.20 A. M. 7.10 " 8.20 " 9.50 " TER TRAIN

ACCOM., No. 2, XPRESS HARRISBURG ACOM.

Philadelphia Express leaves daily. Pittsburgh and Erle Mail leaves daily (except Saturday). All other Trains daily—except Saturday. All other Trains daily—except Saturday. All other Trains daily—except Saturday. The Pennsylvania Hauroad Co. will not assume any risk for Baggage, except for Wesving Apparel, and limit their responsibility to One Huntred Dollars in value. All Baggage exceeding that amount in value, will be at the risk of the owner, unless taken by special contract. For further information, as to time and connections, see bills and framed cards, or apply to.

THOMAS H. PARKE,

An Emigrant Train runs daily, except Sunday. For full information as to fare and ecommodations, apply to FRANCIS FUNK, No. 187 Dock street.

full information as to fare and accommodations, apply to FRANCIS FUNK, NO. 137 Dock street.

PHILADELPHIA. GERMANTOWN AND NORRISTOWN
RAILROAD.—TIME TABLE.—On and after WEDNESDAY, November 1st, 1865, until forther notice.

Leave Philadelphia—6, 7, 8, 9, 10, 11, 12, A. M.; 1. 2, 810
minutes, 33, 4, 5, 54, 6, 7, 8, 9, 10, 11, 12, P. M.

Leave Germantown—6, 7, 74, 8, 820, 9, 10, 11, 12, A. M.;
1, 2, 3, 4, 4, 6, 64, 7, 8, 9, 10, 11, 12, P. M.

The \$20 down train, and the 34 and 54 up trains do
not stop on Germantown Branch.

ON SUNDAYS.

Leave Philadelphia—9,10 minutes, A. M.; 2, 7 and
104, P. M.

Leave Germantown—6, 8, 19, 12, A. M.; 2, 34, 54, 6, 540, and 11, P. M.

Leave Chestnut Hill—7,10 minutes, 8, 9,40, and 11,40 A.

N; 149, 340, 540, 649, 840, and 10,40 P. M.

Leave Philadelphia—9,10 minutes, A. M.; 2, and 7
P.M.

Leave Chestnut Hill—7,40 minutes, A. M.; 2, 40, 540

P.M. Leave Chestnut Hill—7.40 minutes, A. M.; 1240, 5.40 and 9.25 minutes P. M. FOR CONSHOHOCKEN AND NORRISTOWN. Leave Philladelphia—6, 8.35, 11.05 minutes, A. M.; 1½, 8, 4½, 5½, 6½, 6.15, and 11½, P. M. Leave Norristown—5½, 7, 7.50, 9, 11, A. M.; 1½, 4½, 5 Leave Norristown—v.z. 7, 7, 20, 9, 11, A. M.; 12, 12, 13, and 8 P. M.
The 55; P. M. train will stop at School Lane, Wissa-hickon, Manayunk, Spring Mills and Conshohocken

only.

ON SUNDAYS.

Leave Philadelphia-9 A. M., 2%, and 7 P. M.,
Leave Norristown-7 A. M., and 5 P. M.,
FOR MANAYUNK.

Leave Philadelphia-6, 8.5, 11.05 A. M.; 1½, 3, 4½, 6½,
6¾, 8.05, and 11½ P. M.
Leave Manayung-6½, 7½, 8.20, 9½, 11½, A. M.; 2, 5,
6½, and 8, P. M.

ON SUNDAY. 6½ and 8, P. M.

ON SUNDAYS.

Leave Philadelphia—9 A. M.; 2½ and 7 P. M.

Leave Manayunk—7½ A. M.; 5½ and 8 P. M.

W. T. WILSON, General Superintendent,

Depot, Ninth and Green accepts.

W. T. WILSON, General Superintendent,
Depot, Ninth and Green nureits,
Depot, Ninth and Green nureits,
BAY RAILROAD.
FALL ARRANGEMENT.
Commencing MONDAY, September 18th, 1865.
CAMDEN TO NEW YORK.
From Cooper's Ferry, Camden, daily, at 9,15 A. M.,
for Tuckerton, Barneygat, Tom's River, Manchester,
Bergen, Squancum, Farmingdale, Shark River, Long
Branch, Branchport, Oceanport, Eatontown, Shrewsbury, Red Bank, Middietown, Highlands and Port
Monmouth, thence to New York by the splendid
steamer JESSE HOYT. Through in 5 hours. Fare
\$2. Excursion Tickets, good for three days, \$3.
Through Freight Line leaves Camden at 2.30 P. M.,
arriving at New York 4.15 P. M., arriving at Camden 1.30
P. M. next day.

Superintendent,
Superintenden

Leaves New York 4.15 P. M., arriving at Camden 1.20
P. M. next day.

Superintendent,

Superintendent,

Superintendent,

PRESS COMPANY, 220 UHEST.

PRESS COMPANY, 220 UHEST.

NOT STREET PHILADELPHIA, January 27th, 1852.
The Adams Express Company have enlarged their facilities at Washington, D. C., by building a Railroad Depot, and having acquired additional capacity for transportstion, are now prepared to forward Heavy Express freights, Puckages and Parcels to Washington, Georgetown, Alexandria, Annapolis, Frederick, Adamstown, Fortress Monros, and cinery uses South, occupied by the army, at greatly reduced: ates.

Special agreements made for Merchanduse in large lots. Sutler's goods and army supplies at satisfactory prices, on application at our otice. Soldlers' parcels taken at much less than our usuar rates.

Heavy and bulky packages received and receipted for at our depot, Southeast corner of BROAD and LOCUST streets.

JUHN BINGHAM,

SuperiteLendent.

WILAINGTON AND RALITIONE AND ORIO RALIBOAD.

THROUGH FREIGHT DEPARTMENT.

DEPOT, BROAD STREET, ABOVE OHERRY.

The undersigned will continue the General Freight Agency of the Philadelphia, Wilmington and Ballimore Rallroad, for Philadelphia, wilmington and Rallimore Rallroad for Philadelphia, wilmington and Rallimore Rallroad, for Phi

lail-si Office. Sixth street. show a Chestunit.

PHILADELPHIA AND BALITI.

WINTER ARRANGEMENTS.—On and after WED.

NESDAY Octaber Ista, 1885, the trains will leave Philadelphia from the depot of West. Chester and Markets adelphia from the depot of West. Chester and Markets streets, (West Philadelphia) at 8.65 A. M. and 8.10 P. M.

Leave Oxford at 6.50 A. M. and 8.10 P. M. Connects at Oxford with a daily line of stages from Pasch Rottom in Lancaster. Bettining leaves Peach Bottom to connect at Oxford with the afternoon Trainfort/Philadelphia. Passengers are allowed to take wearing and part only as baggage, and its no cass will the Company by the Pasch Bottom to connect at Oxford with the afternoon Trainfort/Philadelphia. Passengers are allowed to take wearing and part only as baggage, and its no cass will the Company be responsible for an amount exceeding 100.

H. WOOD. General Superintentent.