# THE DAILY EVENING BULLETIN .- PHILADELPHIA, SATURDAY, OCTOBER 20, 1866.- TRIPLE SHEET.

THE MEADOW BROOK.

Beside the meadow brook she strayed, A happy child with laughing eyes; Above her smiled the soft blue skies, Around her there the sunbeams played.

The brook went babbling on its way Adown the meadow bright with flowers Of early spring, and through the hours Made merry with her all the day.

She sat beside the meadow brook. A maiden fair in summer time, When the sweet year was in its prime, And in her hands she held a book.

The same blue sky smiled bright above; The brook it sang a tender song Of love to her the, whole day long; The book she read was all of love.

Beside the meadow brook she stood. A matron in the noon of life, A happy mother and a wife.

Who loitered there in pensive mood. Around her fell the autumn leaves;

The meadow brook was almost dry, And in the harvest fields hard by The respers found the year's last sheaves.

Once more beside the brook she stands-The willow's branches round her there Hang leafless in the winter air— An aged dame with folded hands,

Old memories her thoughts engage, Whose every link she cannot trace; Avd, frozen o'er, the brook's still face,

Is wrinkled like the face of age.

VEBBAL ANOMALIES

## The Contradictions and Oddities of the English Tongue.

Under this head a late number of a new magazine has an entertaining article on the inconsistencies and am biguities of the English language, from

which we take the following extracts: The language is full of paradoxes. "Show me is fire," said a traveler to the landlord, "for T am very wet; and," he added, "bring me a mug of ale, for I am very dry.". "You walk very slow," said a man to a consumptive. "Yes," he replied: "hut Law going more for" he replied; "but I am going very fast." Breaking both wings of an army is almost certain to make it fly; a General may win the day in a battle fought at night; a lawyer may convey a house, and yet be unable to lift a hundred pounds; a room may be full of married men and not have a single man in it; a traveler who is detained an hour or two may recover most of the time by making a minute of it; a man killed in a duel has at least one second to live after he is dead; a fire goes out and does not leave the room; a lady may wear a suit out the first day she gets it and yet, put it away at night in as good condition as ever; a school-master with no scholars may yet have a pupil in his eye; the bluntest man in business is generally the sharpest one; Ananias, it is said, told a lie, and yet he was borne out by, the bystanders: caterpillars turn over a new leaf without much moral improvement; oxen can only eat corn with the mouth, yet you may give it to them in the ear; food holted down is not the most likely to remain on the stomach; soft water is often caught when it rains hard; high words between men are frequently low words; steamboat officers are very pleasant company, and yet we are always glad to have then give us a wide berth; a nervous man is trembling, faint, weak-a man of nerve, and a nervous style are strong, firm,

vigorous. Our phrases are not designed to be construed too literally. Punch tells us be misled by the forms of language-how he may desire to say one thing and really say the opposite; the story may be men-tioned of the gentleman who, speaking in the company of ladies of the want of per-sonal attractions of some ladies of their acquaintance, soid: "They are the ugliest women I know-present company al-ways excepted." A furrier, having facilities for renovating old furs, advertised. in a perfectly grammatical manner, "Capes, victorines, &c., made up for ladies, out of their own skins." I may also mention the editor who, desiring to compliment) a (friend, wrote) (He is a clear thinker, a ready and vigorous writer, and a first rate fellow to boot." you." The convention of Bloomer damsels who "resolved" emphatically, "to wear short dresses or nothing;" the circular of a lady teacher, which spoke of her character and the "reputation for teaching she bears;" and the advertisement of a concert director who announced that a variety of songs might be expected, too

tedious to mention. It is noticeable in our language how a word, by changing its grammatical character, will also change its sense. This is seen in a stanza, in which a farmer wonders-

ders-"Putting all reports together Relating to barley, wheat, and hops, Whether, the hops will weather the weather, Or the weather will crop the crops."

So also with a singular and plural of a word, for a man may have much manner, and yet have no manners. Changes in grammatical character may take place while the sense remains similar. Nouns often do duty as verbs. "What part of speech is man?" said a teacher to a sailor boy. "A verb, sir," he re-plied. "A verb, is it?" said the teacher, with a significant twinkle of the eye; "will you please give an example?" "Man the yards," replied the boy. Mr. Tapley's proof of the same proposition, so far as related to himself, in less direct. but not less amusing....."If ever there was a werb," he remarks, "I'm it, for I'm alwaysa bein', continoallydoin', and most o' the time a sufferin'." So you salt your meat, and smoke your beef, and bridge a chasm. Verbs become nouns; as a long pull, a fine swim, a hard freeze. Adjectives become nouns; as when a lady calls a man a little dear, a big silly or an old disagreeable. Sometimes, indeed, in the mouths of the fair sex a noun is a better descriptive than an adective, as a duck of a man, a love of a bonnet.

It may be further noticed that though 'caterers'' is right, "hatterers" is wrong -that though a man from Lapland is Laplander, yet a man from Michigan is not a Michigander, nor a lady from that State a Michigoose; though a nailer is one who makes nails, a tailor is not one who makes tails, unless they be coat tails: and though a wavelet is a little wave, and a flowret a little flower, yet a bullet is not a little bull, nor a hamlet a little ham.

Sneezing.

Sneezing was anciently considered as one of the most important acts of the vital functions of the human species. A book-worm, who has wriggled through the dustiest chronicles known assigns the origin of sneezing to the death of our common father, Adam. He invokes, to confirm his opinion, a tra-dition which, if he is to be believed, is as old as the oldest Rabbins. He would have us believe that to sneeze and

give up the ghost were synonymous same phenomenon from the days of Adam to the days of Jacob. The latter patriarch was the first to revolt against the usages and customs of his family, and so energetically resisted tradition, in the noisy manner of kick-ing the bucket, that the phenomenon of sneezing instantly turned a complete sommersault, went from Omega heels over head to Alpha, and, ceasing to be the sign of death, forthwith became the infallible sign of life. After Jacob's day, whenever children made their ap-pearance for the first time in this world, they announced-and continue to an-

communicate their oracle to them, approving the imminent engagement, rushed on the enemy like so many lions. At Rome sneezes were commonly in-terpreted favorably. For instance, it was commonly believed that Cupid sneezed whenever a beautiful girl was born, and in this way presented his best compli-ments to Venus and the Graces instead of sending his card around by a servant or by Mercury, the Postmaster-General of those days. The most acceptable compliment a fast fellow of the Tiber could lisp and drawl to his lady love was Sternuit tibi amor ! "Love has sneezed for

Even the ferocity of Tiberius softened into something like humanity under the happy influence of an opportune sneeze. The day it occurred, he rode about the streets of Rome to receive the congratulation of his delighted subjects. If a tradition, is to be credited, Julius Cæsar would never have dared to cross the Rubicon, had he not previously been so lucky as to sneeze in a most formidable manner. Again had he been fortunate enough to sneeze at the portal of the senate the day that he crossed it for the last time, the conspirators would have sheathed their sharpened daggers, and their sacrilegious Ave Imperator have lever been uttered. Plutarch says that Socrates owed his proverbial wisdom to nothing in the world but the aneezes by which his familiar genius scaf him seasonably charitable warnings.

The favorable signification attributed to the sneezing was probaby dissemi-nated by Rome throughout the world. It is even probable that the tradition was transplanted so far as that mysterious Atlantides; by some unhappy wretches exiled by Nero or Domitian. We are led to this belief by the knowledge that, when the Spaniards conquered Peru, the cacique never-sneezed but his subjects were at once informed of the "auspiclous" event by public signals which invited them forthwith to pray the god Sun to give light to their Master for ever.

If some authors are to be believed. sneezing was, and still is, regarded in a different light in Africa. If Helvetius is to be credited, nothing could be more curious than the kingdom of Monomotapa at the solemn moment when His Most Sacred Majesty, the sable king of that county, surrounded by his court, happened to sneeze. Every person present was obliged (however difficult he found the feat) to imitate the august example. The servants of the royal household were in turn in duty bound like-wise to sneeze. The subjects who lived in the neighborhood of the palace were required to take up the sneeze, which their neighbors must repeat. In this way sneeze followed sneeze from the foot of the throne to the uttermost fron-

tiers of the kingdom. In Asia, on the other hand, and more especially among the Siamese, sneezing is regarded as something lugubrious. All men are persuaded that it is an infallible sign of woe to the unhappy mortal who cannot suppress it. These Asiatics are sure that there are judges in their infernal regions constantly busy recording in a huge ledger all the sins of men, who must a little sooner or a little later appear for judgment at their dreadful bar. Frayomppaban, the presiding judge, is incessantly examining this huge ledger, where each human creature's last hour is marked with red ink, and wherever his long, scrawny fingers are laid on this page, and trace the human being's exce, the man sneezes wit

TRAVELING GUIDE The BERNELL NORTH PERSON VANIA B BOOTES and DOIL B. THE MIDDLE, BOUTE Manch Chunk, Haditon Wite Hayne Wilsemare, Mahado Uliy, and all points in the Lehigh and Wyof Data Coal Report CAN a

At 7.80 A. M. for Reading and all intermediate Sta-tions. Beturning, leaver Reading at 6.80 P. M., arriving in Philadelphia at 9.10 P. M. At all A. M. for Reading, Lebanos, Marrishning Fotayille, Pine Grove, Tanagua, Shuhary, Williams-port, Eimira, Bochester, Niagara Falls, Bullalo, Allen-bown, Willeshare, Pitaton, York, Garliake, Chambern-mar, Harrentown, etc. den This train connects at BEADING with the Base Founsylvania Ballroad trains for Allentown, dc. and will the Lebanon Valley train for Harrisburg, attribute the Lebanon Valley train for Harrisburg, dc.; at "PORT CLINTON" with Catawinas Hallroad trains for Williamsport, Lock Hayan, Emira, dc., ist Allentown, Williamsport, Jock Hayan, Emira, ar, ist Allentown Williamsport, Stork, Chamberland Valley, and Schuylkill and Susgiahanna trains for Northumberland, Williamsport, York, Chamberlaury, Pinegroye, Attributer Will Will Chamberlaury, Pinegroye, Attributer Will and Susgiahanna trains for

CAN's streets. BUM MER' AB RANGEMENT: BUM MER' AB RANGEMENT: BUM MER' AB RANGEMENT: BUM MER' AB INTERNET: BUM MER' AB INTERNET: Can and sher Monday, May Sistissen error Beave the Depot. Third street, above Thompson, daily (Snndays excepted), as follows: AT 7.30 A. M. - Morning Express for Reshlehem and and Principal Stations on North Pennsylvania. Ball-road, connecting at Bethlehem with Lehigh Valley Raincad for Allentown, Catassaurus, Sistington, Mannh (Dunk, Weatherly, Jeanewille, Hasleon, White Ha-yen, Wilkesbarre, Kingston, Pfitton, and all points in Lehigh and Wyoming Valleyr: also, in connection with Lehigh and Wyoming Valleyr: also, in connection with Lehigh and Wyoming Valleyr: also, in connection with Lehigh and Wanney Ballroad, for Empert, Daawille, Million and Williamsper. Arrive at Hanch Chunk art 1.50 M. at Wilkesbarre at 187 P. M. at Mahanoy City and and Williamsper. Arrive at Manch Chunk art 1.55 P. M. Passengers by this train, can take the Lehigh is all intermediate Stations. Passengers for New York. A Ma-Accommodation, for Doylestown, stopping at all intermediate Stations. Passengers for Willow Grove, Hatheoft and Harivelle by this train, at 205 P.M. Accommodation, for Fort Washing-on stopping at all intermediate Stations. Passengers take stage at Doylestown for New Hope. AT 320 P.M. Accommodation, for Fort Washing-willow The Commodation on Division and the stage at Doylestown for New Hope. AT 320 P.M. Accommodation, for Bonsylvania Raf-road, making close connection at Beshlehem with La-high Valley Train for Easton, reaching there 5.55 M. Passengers for Plainfield, Sounerville stations at 200 P.M. Accommodation, for Doylestown, stop-ping at all intermediate Stations. Passengers take and for Nasareth at Esthlehem and for Gross at State at Doylestown for New Hope. AT 4.16 P. M. Actionmediation for Doylestown. Minw Grove, Hatboro and Harkythle 18 and other points on New Arther Action and for Gross are and for Nasareth at Esthlehem and for Gross are and for Masareth at Esthlehem and for Gros

Valley, and Schrylliff and Susqueham, and that for Northumberland, Williamsport, York, Chambersburg, Finegroys, &c.
Leaves Philadelphia at 250 P. M. in Keading, Potta-ville, Hartisburg, Act, connecting with Reading, and Commbine R. trains for Columbia, &c.
Leaves Reading at 6.30 A. M., stopping at all waysta-ilons; arrives in Fhiladelphia at 9.30 P. M.; arrives in Reading at 7.35 P. M.
Hartisburg at 1.07 P. M., Affernoon trains leave Hartisburg at 1.07 P. M., Affernoon trains leave Hartisburg at 2.10 P. M., and Pottaville at 3.40 P. M.; Gounecting at Philadelphia at 9.45 P. M.
Hartisburg accommodiation leaves Reading at 7.80 P. M.; arriving in Philadelphia at 9.10 P. M. Connecting at Reading with Affernoon for Reading and all way stations; leaves Reading H.S.A. M., and Downingtown (2.80 P. M. for Philadelphia at 9.10 P. M.; Sondel Jeaves Philadelphia, at 12.45 noon for Reading and all way stations; leaves Reading H.S.A. M., and Downingtown (2.80 P. M. for Philadelphia and all way stations; All the above trains min faily. Sundays encopied: 1 Sunday trains, leave Potzville, at 8.00 A., and Reading at 8.00 A., Br., Tetruving Rading is 4.25 Philadelphia at 8.15 P. M.; Sundays encopied: 1 Sunday trains, leave Reading H.S.A. M., and Reading at 8.00 A., Br., Statisfielphia, for Reading at 8.00 A., Br., Statisfielphia, for

CHRSTER VALLEY BAILBOAD.

Passengers for Dowingtown and interredistepoints take the 7.50 and 8.15 A. M. and 4.30 P. M. trains from Philadelphis, returning from Downingtown, st 7.00 A. AT 6.5 P. M. Accommodation, for Landale, stor-ping at all informediateSiations. At 1. P. M. Accommodation for Fort Weakington. At 11 P. M. Accommodation for Fort Weakington. TRAINS FOR PHILADELPHIA. Leave Bethleham at 6.25 A. M. and 12.55 M. and 6.18 P. M.

Philadelphia, reinming from Downingtown, 44 7,00 A. M. Mno'12 80 Noor. The W YORK EXPRESS, FOR PITTSHURGH AND Leaves New York at 7 3 A. M. and 8.00 P. M. passing Headling at 1.05, 11.53 AM, and 1.53 PM, and connect at Harrisburg with Pennsytvania, and Northeart Contrai-Rellycad Kriness Trains for Pittsburgh, Chicago, Wil-laminour, Ethnira, Ballitacora, ac. Beturning, Express Train Insyte Harrisburg on Intrival Of Fonnsytvania Express from Pittsburgh, at 3 and 9.05 A. M. 9.15 P.M. patering Resding at 4.49 and hos A. M. and 11.30 P.M. arriving at New York 10 A. M. and 2.45 P. M. Sleeping Cars accompanying these trains (trongh, between Jersey City and Pittsburgh, without change. P. M. 12.25 train makes direct connection with Lengh Val-ley trains from Easton. Wilkesharre, Mahongy City, Bacleton, and arrives in Philadelphis at 230 P. M. Passengers leaving Wilkesharre at Lis P. M. Jonneot at Bethlehem at 615 P. M., and arrive in Philadelphis Passengers use wing which carrows in Philadelphis
 Reinhamm at 515 P. M., and arrive in Philadelphis
 Leave Doylestown at 5.60 A. M. 1818 and 5.20 P. M.
 Leave Lansdale at \$ A. M.
 Leave Port Washington at 10.50 and 3.15 P. M.
 Philadelphis for Bethlebens at 9.4 M.
 Philadelphis for Doylestown at 2.50 P. M.
 Doylestown for Philadelphis at 7.20 A. M.
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 Bethlebens for Philadelphis at 4.30 P. M.
 White Cars of Second and Third Street Bopot.
 White Cars of Second and Third Streets Line conver passengers to Third Street is pote.
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 TICLES must be procured at the Thirds Offices, THIRD trees of Mrs.
 THILD GLARK, Agent.
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without change. If all train for New York leaves Harrisburg at 2.10 P M. Mall train for Harrisburg leaves New York at 1 Noon.

M. Mall train for Harrisburg leaves New York as is Room. SCH-UYLKILL VALLEY RATLEOAD. Trains leave Pottville as 7,11:50 Å. M. and 7,15 P. M. resurring from Tamaqua at 7.55 Å. M., and 1.40 and SCH-UYLKILL AND SUEQUEHANNA RAILEOAD. Trains leave Auburn at 7.50 Å. M. for Pinegrove and Harrisburg, and at LOP P. M. for Pinegrove and Tro-mont; returning from Harrisburg at 3.20 P. M. and from Treturnit at 7,85 Å. M. and ESF M. Through first-Class Lickets and smigrant tickets is all the principal points in the North and West and Gandas. The following tickets are obtainable only as the Office of B. Bradford, Treasmer, No. 227 South Fourth street. Philodelphis, or of G. A. Nicolis, General Superint street. and fing.

 TOWN AND NORMATING AND NORMATING AND NORMATING AND TOWN AND NORMATING AND TOWN AND NORMATING AND TOWN FOR A STATE AND A STATE COMMUTATION THERETS.

At 25 per cent, discount between any At 25 per cent, discount between any for families and firms. Geod for 2,000 miles, between all points, at \$23 50 each, for families and firms. BEASON TICKETS BEASON TICKETS, for holder

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nalf-fare, EXCURSION TICKETS, From Philadelphis to principal stations, good for faturday, Sunday and Monday, at reduced fare, to b had only at the Ticket Office at Thirteenth and Callow hill streets.

P.M. Leave Chestmat Hill-7.40 minutes, A. M.; 1249, 6.10 and 9.25 minutes P. M. FOR CONSHOHOCKEN AND NORRISTOWN, Leave Philadelphia-6, 825, 1125 minutes, A. M.; 155 8, 45, 55, 65, 805, and H5, P. M. Leave Norristown-65, 7, 750, 9, 11, A. M.; 15, 654 mod 8.P. M.

and S. P. M. Stain will stop as School Lane, Wissa-hickon, Manayank, Spring Mills and Conshohocken only.

All streets. FIL Streets. FI only. ON SUNDAYB. Leave Philadelphia=9 A. M. 1%, 4 and 7% P. M. Leave Nerristown-7 A.M. 1, and 5% and 9, 7. M. Leave Philadelphia-6, 4.5, 1105 A. M.; 1%, 8, 6%, 5%, 14, 305, and 11% P. M. Leave Philadelphia-6, 4.5, 1105 A. M.; 1%, 8, 6%, 5%, 14, 305, and 11% P. M. Leave Managung-6%, 7%, 8.20, 1%, 1%, A. M.; 2, 5, 6% and 5%, P. M. ON GHERTA 200

HATCOMERCE PHILADELPHIA, WILMING-TON AND BALTIMORE RAIL ROAD-TIME-TON AND BALTIMORE RAIL BOAD-TIME-TABLE.-OOMMENCING MONDAY July 2d, 1866. Trains will leave Dept.; Conter of Broad street and Washington avenue, as follows: Express Train. at 4.15 A. M. (Mondays ercosted) for Hallinere and Washington, stopping as Chester Wilmington, Newark, Eikkon, Northeest, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Magnolia Chester and Giemmer's Run.

### TRAVELING GUIDE.

TRAVELING GUIDE.

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BUMMER ABRANGEMENT. NINE DAILY TRAINE

TIMA VICLAING GUILDES. FOR NEW YORK.-The CAMP DELTHIA AND THENTON MEDY and PHILA. DELTHIA AND THENTON BALLEDAD ONLY HIA AND THENTON BALLEDAD VALUES INNES, from PHILACHDNIS to New YORK, and way places, from WALLEDIT STREET WHARF, At 5 A. M., vis Camden and Amboy Account... For At 8 A. M., vis Camden and Jersey City Express... 5 09 At 8 A. M., vis Camden and Amboy Express... 5 09 At 8 A. M., vis Camden and Amboy Horress... 5 09 At 8 A. M., vis Camden and Amboy Horress... 5 09 At 8 A. M., vis Camden and Amboy Horress... 5 09 At 8 A. M., vis Camden and Amboy Horress... 5 09 At 8 A. M., vis Camden and Amboy Horress... 5 09 At 8 A. M., vis Camden and Amboy Horress... 5 09 At 8 A. M., vis Camden and M. 116, Class... 5 09 At 8 A. M., is and 5.00 P.M. For Mount Holly, Ewans-sp, M. for Breehold. At 8 and 10 A. M. 12 M. (1, 55, and 11.20 P. M., 407 Han House). Faimyrs. Enverton... Florence, Borden-thyro, ac. The 10 A. Mand S. P.M., Ines runs direct through to Trenton. LINES FEOM KENNINGTON DEPOT. WIL Jeave

through to Trenton. LINES FROM KENSINGTON DEPOT WIII leave

as follows : At 11 A. M., 4.80, 6.45 P. M. and 12 P.M. (night) via

trains daily (Sunday: excepted) from Kensington. De-pot, as follows: Alt 7.80 A. M. and 2.50 P. M., for Missara Palls, Rus-falo, Dunktrix, Canandalgus, Elmirs, Athaca, Owego, Bochester, Binghampton, Oswego, Syrkonse, Greas Bend, Montruse, Wilkesharre Scranton, Skondsburg, Water (Sap., Belythere, Escient, Lanbectrylik, Figur-netion, etc., The 3.60 P. M. Line: connects, direct, with the Train Disving Easton for Marich, Minnit, Allen-town, Bethlehmm, Ac. At 57. M. for Lanbertylike and intermediate Stations, Ker For New York, and Way Lines Leaving Ken-der for New York, and Way Lines Leaving Ken-walamit, half an hour before departure. The cars run the Sche Depot.

Bapress: Fity Founds of Begrage only, allowed each Passen-ger. Passengers are profibiled from taking anything as bargage but their wearing appared. All Baggage over fiby bounds to be paid for extra. The Company limit their responsibility for haggage to one Dollar per pound, and will not be liable for any amount beyond the period of the period. 100, except by special contract. LINERS FROM NEW YORK WOR PHILA DELIPHITA Will leave from foot of Corland stroot, at 12 M. and a. M., 6 P. M. and 19 Bight via Gamden. At 7 and 10 A. M., 6 P. M. and 19 Bight via Jeney City and Hene intron.

From Pier No. 1 N. River, at 5 A. M. and 2, 4 P. M., vis Amboy and Camden. WM. H. GATZMER, Agent.

KUAL-From Ferry, foot of VINE & PORK -RARITARY RUAL-From Ferry, foot of VINE at. Philadelphia 9 A. M-Express for Long Branch, New York and intermediate robins

9 A. M.-Express for Long Branch, New York and Intermediate points.
 223 A: M.-Way, Mall and Express from Cooper's Point, Camden, arriving in New York as 230 A. M.
 9 M.-Freight for New York and Way stations, Go.ds. delivered at Company's Depot, 320 North Wharves, Philadelphia, by 4P. M., forwarded by this line; arrive in New York at 5 o'clock next morning.
 The Passenger Steamer Jesse Hoyt leaves Pier'32 North River, foot of Duane street, N. Y., at 11 A. M., for Philadelphia, Express, and for Way Mail and Ex-press at 4. M., touching at Pier 3 North River, for passengers only, at 4 P. M.
 Sorth River, Torth River, M. Y., by 4.30 P. M. will be ready for delivery in Philadelphia early the following morning. FARE TO NEW YORK, \$200. Ticket Office Vine Street Ferry, For further information apply on Charles 2, Sents,

Ticket Office Vine Street Ferry, For further information apply to Company's agents, R. H. CHIPMAN, Freight Office and Depoi, 320 North WHARVES, Philadelphia, J. B. BUBT, Pier 52 North River, foot of DUANE Street, New York, Or at General Freight and Passenger Office, Phila-delphia, No. 411 CHESTKUT Street, W. N. CLAYTON, Superintendent, Red Bank, N. J. Superintendent, Red Bank, N. J. General Freight Agent, Red Bank, N. J. T. BKENT SW & ARINGEN, se22-tf General Agent, Philadelphia, TTSBURGH, COLUMNED

AND CINCINNATI BALLEOAL

THE PAN HANDLE ROUTE WESTWARD.

Owing to the great distance saved by THIS ROUTE the Government has essigned to it the carrying of the U.S. MAIL to the Principal Gitles of the West and

Continuent of the Frincipal Cities of the West and Southwest, Diright of the CHANGE OF CARS THERE BEING BUT ONE CHANGE OF CARS BETWEEN PHILA PELPHIA AND CINCINNATI, AND BUT TWO TO ST. LOUIS. PASSERGERS SU THIS ROUTE WILL ARRIVE IN CUNCINNATI, INDIANAPOLIS, CARDO AND ST. LOUIS, ONE TRAIN IN ADVANCE OF ANY OTHER LINE.

OTHER LINE. Passengers leaving Philadelphis at 11.50 Å. M. will arrive at Alicona in the evening for supper, where Woodrnif's Celebrated Palace state-Boam Elesping Cars will be stached, and run through to Columbna without charge, avoiding changing cars at Pittaburgh at midnight, a comfort never before afforded to the Be sure to purchase tickets "VIA STEUREN,

Leave Philadelphia-0 A. M.; 1% 6, and 7% P. M. Leave Philadelphia-0 A. M.; 1% 6, and 7% P. M. Leave Manayunk-7% A. M.; 1% 6, and 9% P. M. W. T. WILSON, General Superintendem, Depot, Ninth and Green streets.

And for Freight business of the Company's Agents S. B. Kingston, Jr., corner Thirteenth and Marge

S. B. Aligstoli, Jr., corner Thirdeenin and Market ireets, Philadelphia, J. w. Reynolds, Erie Wm. Brown, Agent, N. C. R. R., Baltimore, H. H. HOUSTON, General Freight Agent, Philadelphia, H. W. GWINNER, General Ticket Agent, Philadelphia, A. L. TYLER, General SuperIntendent, Erie,

WEST CHESTER AND PHILA-WEST CHESTER AND PHILA-DELPHIA RAILROAD, VIA

WEST JERSEY RAILROAD LINES, from foot of Market street poper Kerry, commencing MONDAY, September 24,

DPPF Ferry, commencing MONDAY, Soptember 24, 1883, LEA VE PHILADELPHIA AS FOLLOWS: For Bridgeton, Salero, Miliville, and all intermediate stations, as 8 A. M., Mail. 330 P. M., Passenger, For Woodbury 8 A. M., 3 30 P. M., Passenger, For Woodbury 8 A. M., 3 30 P. M., and 6 P. M. For Cape May at 330 P. M. RETURNING TRAINS LEAVE Woodbury at 7,15 A. M., 840 A. M., and 4.55 P. M. Bridgeton at 7,65 A. M. and 320 P. M. Freight 6,50 P. M.

. Al. Sal m at 650 A. M. and 365 P. M. Freight 5.35 P. M. Millville at 6.55 A. M. and 3.08 P. M. Freight 6.10

Bargage at the Depot. Office, No. 113 South THIRD street.

of a man who was arrested for attempting to damage the river Thames. What was the man doing? He. was trying to pull up the stream. So Joseph's brethren have been excused for putting him into the pit, because, it is supposed, they thought it was a good opening for a young man. A person who holds fast to the truth so literally that he never let it escape him is not to be commended any more than the man who takes the par of a friend when the action refers to a pudding and not to a quarrel. Daphne of old was turned into a tree; now-a-days a horse is frequently turned into a field

Two or three words are strung together, and instead of retaining their combined meaning, acquire a new significa-tion. How differently is the action described in scouring a forest and scouring a floor; in skimming the sea and skimming milk; in breaking a dish, breaking a colt and breaking a commandment; in catching a train and catching a cold; in falling into a ditch, falling in love, falling in your own esti-mation, and falling in with a friend, or failing out with a friend, or, failing, out of a carriage. This peculiarity of our words is what renders you so liable to read, in the funny column of your newspaper, of the person who, in an explosion of grief, burst into tears, and whose remains have not been found; or who carried out a project and was obliged to bring it back again; or who kept his word, and so had a quarrel with Noah Webster, who wanted it for his dictionary; or who courted an investigation and was wedded to his own opinions; or who got off a speech, and has since been trying to get on again, having found that his train of remarks was not the right one; or who, at a mass meet-ing, being fired with indignation, was put out; or who, being hemmed in by a crowd, has since been troubled by a stitch in his side; or who was lost in slumber, and after wandering for a long time in his own mind, finally got out on a nightmare.

What do we mean by the awkward. every-day question, "How do you do?" What do we mean when we speak of "old times," knowing as we do that what we call "old times" were really the new and young times, and that the present is the true old age of the world? Has any debating society ever decided whether a house burns up or down? What do we mean when we say, as we often do, that we will do a thing in no time? We have no occasion to laugh at the mistakes of foreigners when we are so continually misunderstanding each other. Said Richard Brinsley Sheri-dan to his wild son Tom: "Take, a wife, Tom, and reform." "With all my heart," said Tom, "whose wife shall Itake?" The joke reappeared in this city only the other day, in a new suit of elothes. An enterprising young man said he was going to start a newspaper. "Which of the papers are you going to start ?" his friend asked. A wag, with a fine appreciation of the ambiguities of words: once asked a man: "How many knaves do you suppose live in this street beside yourself?" "Beside myself! Do you mean to insultme?" "Well, then," replied the wag, "how many do you reckon, including yourself?" As an instance of the way in which a man may

A bold sculptor (who was in natural philosophy the Ben Franklin of his day, Prometheus, took it into his head, one morning, to make a clay statue. The rub was not to fashion a little inert monster of clay, but to give it life and motion. One day, while Minerya was returning to heaven, after a long sojourn on earth, he slipped among her retinue, reached heaven, under the wise god-dess's wing, and stole the celestial fire he required to animate his clay statue and make it a human being, a real man. To conceal the celestial fire, after he had stolen it, he provided himself with a small tube called "narthex." After sealing, hermetically, this precious tube with stars (which he stole out of the Milky Way,) he hastened to earth; and the first thing he did, after reach-ing terra firma, was to take a star-screw and unstar the tube. Then he placed the open end under the nose of his statue to make it absorb[celestial fire, precisely as dentists now-a-days give their patients chloroform. The moment the divine phlogistic reached the brain of the clay statue, the statue, becoming a man, bobbed his head up and down, and gave a most formidable sneeze. Thereupon Prometheus, not less astonished at himself than delighted with his work, exclaimed, "Much-good-mayit-do-you !" This sacramental wish the generations of the Christian era changed into "God bless you!" although Poly-dorus Virgilius pretends that the latter interjection was never used before A. D. 591; during the Pontificate of Gregory the

metheus' wish made so much impression on the new creature that he never forgot it, and took care to repeat it to his descendants, who have perpetuatedit to our day. Of a truth, I no more guarantee the veracity of Prometheus' old adventure

may believe that one or the other of these marvelous stories was from the earliest ages known to the different races of the human species, for we find the traditional wish of Prometheus and of Jacob more or less modified among all the nations of the earth. This was probably the reason that Aristotle and so many other philosophers discussed the curious question until they found

army as a most favorable omen. While an Athenian General was exhorting his troops, to raise their spirits to their fathers! pitch of valor, as he was about to lead them in a decisive but most perilous battle, a soldier sneezed. His comrades, instantly convinced that the gods had used his nose for a trumpet to

York. heads painted white.

Great. Be this as it may, Pro

than I do the truth of the Rabbins' assertion about Jacob. Nevertheless, we

"no end, in wandering mazes lost." Sneezing was regarded by Xenophon's

TIMINAY CLARGE ZI 

main. from Our Third Edition of Yesterday.

#### Meeting of Steamboat Inspectors of New

York. BUFFALO, Oct. 19 .- The Board of Inspectors of Steamboats in session in this city for the last ten days, adjourned to-day. They transacted a considerable amount of business, and examined numerous devices anpertaining to the saving of life on steamboats. Amongst the most valuable was the life-saying fackle of Brown and Level. which attracted universal attention, it being a sure mode of disengaging a boat instantaneously from its tackle, by one man, either under full speed or otherwise. It received the unanimous and unqualified approval of the Board.

#### Marine Intelligence.

FORT MONROE, October 19th .- Arrived brig Harry, from Matanzas for Baltimore. She reports having encountered a storm on the 12th instant, off False Cape, blowing heavy N. N. W. to N. N. E. She lost overboard a deck load of sugar, her sails, etc. In the same latitude she spoke the bark Castle Howe, 120 days out, bound for New

The schooner Annie Bell, for New Haven passed a sunken schooner with topmast

Left loading at Matanzas, brigs Georgie for Baltimore, and Louise and Alexander

Milligan, for New York,

The Price of Gold. NEW YORK, Oct. 19th.—Gold is quoted to-day at 1483.

New York Stock Markets. NEW YORK, Oct. 19.-Stocks are higher; Chicago and Rock Island, 1082; Cumberland preferred, 584; lilitolis Central : Scrip, 1273; Michigan Southern, 993; seew York Central, 1193; Beading, 1164; Virginias, 874; Missouris, 814; Erice R.R., 845; Western Union Tele graph Company, 545; Treasury 7, 3-108; 1084; Ten-Forties, 994; U. S. Five Twentles, 115; Coupon 68, 1184; Gold 14874. Sales at Philadelphia Stock Board. **Sales at Philadelphia Stock Board. BALES AFTER FIRST BOARD. 500**(US73408 June 106 145000 Camd & Amboy 28004tby 68 new 997 2000 bog Caml Bds 655 2000 bog Caml Bds 655 2000 do 65 55 2000 do 70 93 2000 do 70 95 500 US 65-20 25 500 US 68 20 con 1135 **SECOND BOARD. SECOND BOARD.** 2000 do 115 995 500 UD 07 8-100 50 8500 do 15 995 500 UD 73-105 June 106 660 do 115 995 500 Dion R 2 mc 5 965 200 hom R 118 db 77 1000 do 1 mtg 1024 22 sh Cam & Am scrp 455 1000 do 1 mtg 1024 22 sh Cam & Am scrp 455 1000 do 1 mtg 1024 22 sh Cam & Am scrp 455 1000 do 1 mtg 1024 22 sh Cam & Am scrp 455 1000 do 1 mtg 1024 22 sh Cam & Am scrp 455 1000 do 1 mtg 1024 22 sh Cam & Am scrp 455 1000 do 1 mtg 1024 22 sh Cam & Am scrp 455 1000 do 1 mtg 1024 22 sh Cam & Am scrp 455 1000 do 1 mtg 1024 22 sh Cam & Am scrp 455 1000 do 1 mtg 1024 22 sh Cam & Am scrp 455 1000 do 1 mtg 1024 22 sh Cam & Am scrp 455 1000 do 1 mtg 1024 12 sh Cam box 1000 do 1 mtg 1000

MILLINERY.

WEYL & ROSENHEIM 728 OHRSTNUT Street, A spiendid assoriment of Felt and Silk Hats for La-dies and Children.

A spiendid assortment of Feit and blix mais to the dies and Children. All the newest shapes at very low prices, Willow, Ostrich and Pheasant Plumes. Brown, Drab, White and Garnet Bonnet Velvets, Royal Velvets, Uncut Velvets, Gros d'Afriques, Frosted Velvets. The same goods in every other shade of color Velvet Ribbons, Trimming Ribbons' Bonnet Rib-bons, Frais Ornaments, Fine French Flowers, French and New York Hat and Bonnet Frames, Laces Illustons-all at the very lowest 'market prices;

prices; AT WHOLFSALE AND RETAIL. Country orders promptly attended to. Give us a call. WEYL & ROSENHEIM, ocd 1m3 728 Chestnut street.

All. 1 OCA IM? 726 Chestnut street. MISSES O'BBYAN, NO: 1107 WALNUT street, have received PARIS MILLINERY for Fall, to which they invite the attention of Ladies. They, will also continue to receive from their Paris agent; monthly; the jatest and most select styles. OCI121\*

LUMBER.

LUMBER. The inderstand are prepared to receive La orders for St. Mary's, Georgia, Lumber, of any de-seription, which will be promptly arecuted. ED-MUND A. SOUDER & CO., Dock Sp., Wharf, Jaulstf

Havre-de-Grace, Aberdeen, Perryman's, Magnolia (Chase's and Stemmer's Run. Way-mail Train, at S.15 A. M. (Sundays er-cepted), for Balimore, stopping at all regular stations between Philadelphia and Balimore. DelawareB.R. Train, at 9. A.M. (Sundays excepted), for Princess Anne, Milford and Intermediate stations. Express train at 1145 A. M. (Sundays excepted) for Balimore and Washington, Eathmore and Washington, stopping at Chester, Claymont, Wilmington, Newark, Elkton, North-East, Perrywile, Havre-6 Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run. Night Express at 11,00 P. M. for Baltimore and Wash-Ington.

Ington. Passengers by boat from Baltimore for Fortress Monroe, Norfolk, City Point and Richmond will take the 11.45 A. M. Train. WILMINGTON ACCOMMODATION TRAINS. Stopping at all stations between Philadelphia and Wil-mington.

mington. Leave Philadelphia at 9.00 A.M. 12.50, 4.50, 6.00 and 11.50 P. M. The 4.50 P. M. train connects with the Dela-ware Sailroad for Harrington and intermediate sta

tions. Leave Wilmington 6.50, 7.15 and 9.50 A. M., 4.00 and 6.60 P. M. The 7.15 A. M. train will not stop at stations between Christer and Philadelphia.

The 7.15 A. M. train will not stop at stations between Chister and Philadelphia, Trains for Newcastle leave Philadelphia at 0.00 A 4.4.30 and 6.00 P. M. THROUGH TRAINS FROM BALTIMORE Leave Willmington at 11.00 A.M. 4.55 and 10.00 P.M. UHBSTER FOR PHILA DELPHIA Leave Chester at 7.32, 755, 10.14 and 11.40 A. M. 4.43, 510, 7.25 and 10.35 P. M. From Baltimore to Philadelphia — Leave Baltimore 7.25 A. M., Way Mail, 9.30 A. M., Express, 11.0 P. M., Express, C.S.F. M., Express, 825 P. M., Express, Trains for Baltimore leave Wilmington at 4.52, and 4.5 . M., and 3.53 P. M.

9.82 A. M., and 4.15 P. M. Freighttrains with passenger cars attached will leave Wilmington for Perryville and intermediate stations at 6.85 F. M. Leave Baltimere for Havre de Grace and intermediate stations at 4.5 P. M. Leave Perry-ville for Wilmington and intermediate stations at 4.3 A. M., connecting at Wilmington with the 7.15 A. M. Frain for Philadelphia.

MEDIA WINTER ARRANGEMENTE, On and after MONDAY, Oct. 15th, 1965, the trains will leave as follows: Leave Philadelphia for West Chester, from Depot Thirty-first and Market street, 7.50 Å. M., 1100 Å. M., Leave West Chester for Philadelphia, from Depot on E Market street, 5.50. 4.00, 1.55, 4.50 P. M. Trainaleaving West Chester at 8 00 Å.M. and leaving Philadelphia at 6.45 P. M., will not stop at Pennelson-and will stop below R. O. Junction at Media only. Leave Philadelphia for Philadelphia & 5.45 M. M., Leave Philadelphia for Pennelson at Beats of the state street, 5.00, 3.00, 1.63 Å. M., Tainaleaving West Chester at 8 00 Å.M. and leaving Philadelphia at 4.64 P. M., will not stop at Pennelson. and will stop below R. O. Junction at Media only. Leave Philadelphia for Pennelson 4.15 and 11.00 P. M. Leave Pennelson for Philadelphia 5.47 Å. M., 725 P. M. These Trains stop at all intermediate Stations. ON SUNDAYB-Leave Philadelphia 5.45 M. M. and 2.00 P. M. Leave West Chester 7.55 Å. M and 4.00 P. M. Leave West Chester 7.55 Å. M and 4.00 P. M.

Express Train at 15 A. M. for Ballmore and Wash-BUNDAY TRAINS, Express Train at 15 A. M. for Ballmore and Wash-ington, stopping at Chester, Wilmington, Newark, Ekiton, Northeast, Ferryville, Havre-de Grace, Aber-deen, Perryman's, Magnolia, Chesse's and Siemmer's Rud. nni. Night Express 11.00 P. M. for Baltimore and Wash

Accommodation Train as 11.50 P.M., for Wilmington Accommodation Train as 11.50 P.M., for Wilmington and Intermediate Stations. BALITIMORE FOR PHILADELPHIA. Leave Baltimore at 3.25 P.M., stopping at Havre de Grade, Perryville and Wilmington. Also stops at Elr-iop and Newark (to take passengers for Philadelphia and leave passengers from Baltimore or Wachington.

Washington. Accomodation train will leave Wilmington for Phi indephis and Intermediate Stations at 6.50 P. M. H. F. KENNEY, Superintendent,

H. J. KENNEY, Superintendens, PENNEYLVANIA CENTRAL SUMMER ABRANGEMENT. The trains of the Fahnsylvanis Central H. R. 1987 is Depot at Thirty-Brist and Market streets, which is reached by the cars of the Market Street Passenger Railway running to and from the Depot. The last car leaves Front Street shout blirty minutes, prior to the departure of each Train. ON SUNDAYS-Cars leaves Eleventh and Market streets 45 minutes before departure of each train. MANN'S BASEASE Excremes will call for and deliver Mann's BASEASE Excremes will call for and deliver Baggage at the Depot. Orders heft at the affice, NO. 631 Chesinut Street, will receive attention. THAINS LEAVE AND ARRIVE AT DHPOT THUS: LEAVE

LEAVE

MAIL TRAIN MAIL TRAIN MAY EXPRESS PAOLI ACCOM., No. 1 FAST LINE & HERE EXPRESS HARRISBURG ACCOM., FAOLI ACCOM., No. 3 PITTSBURGH & ERLE MAIL, \* PAOLI ACCOM., No. 8 10 00 A. M <sup>10,00</sup> 11,00 M. 12,09 M.

Le sure to purchase auxeus via Siloudade VILLE?" at PENNSYLVANIA RAILEOAD OFFICE Corner Thirtieth and Market Sireets, B. F. SCULL, Gen'l Ficket Ag't. Stenbenville, G. JOHN H. MILLER. Gen'l Eastern Pass. Ag't. S28 Broadway, New York. S28 Broadway, New York. Billieth and Market streets, West Philadelphis, and Thirtieth and Market streets. West Philadelphis. 

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and Thirtieb and Market streets, West Philadelphis, TO PLEASURE TRAVELERS, TO PLEASURE TRAVELERS, TO PLEASURE TRAVELERS, TO START FALLS IS VIA THE CATAWRSA RAILROAD, Connections immediate and sure, Scenery Unsurpassed. No road so free from dust, Trains leave Philadelphis from PHILADELPHIA AND READING RAILROAD DEPOT, THIRTEENTH AND CALLOWHILL at 3.15 A. M., NIAGARA FALLS' EXPRESS P.M. (supper), arriving at Niacara Falls at 9.55 A. M. Sileeping Car through from Williamsport to Bochester without change.

The lapper, arriving at Niazara Falls at 9.55 A. M. Sleeping Car through from Williamsport to Bochester without change.
 The assengers remaining over night at Williamsport can resume journey next morning at 7.35, reaching Niagara Falls at 9.40 same evening.
 Ask for tickets via Catawissa Bailroad, which can be procured at the Company's office.
 under Philadelphia Bank, and opposite the Custom House, and at Depot, THIRTEENTH and CAILOW: HILL Streets, N. VAN HORN, VII-treets, M. VAN HORN, VII-treets, M. VAN HORN, Up the river to Beverly Burlington and Bristol, touching at Biverton, Torresdale and Andalusia, busite bis of the spinetic Bis Street, N. A. WARRER, leaving Chestinut street wharf at 9 P. M. Beturning, leaves Histol at 4 o'clock, ardving at Philadelphia about 6 o'clock.

Fare for the excursion, 40 cents. an20-tr

BUSINESS CARDS.

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These trains woop as an intermediate Stations. ON SUNDAYB-Leave Philadelphia as 5,20 A. M. and 200 P. M. Leave West Cheeter 7.55 A. M and 4.00 P. M. ON SUNDAYB-The West Philadelphia Brassenger cars will leave Rieventh and Market Streets, half-an-hour before the Train leaves the depot, and will leave depot on the arrival of each train to convey passengers into the city. Trains leaving Philadelphia at 7.50 A. M. and 4.50 P. M., connect at R.C. J Unction with Trains on the P. and B. G. B. R. for Oxford and intermediate points. **AFF Passengers are allowed to take wearing apparel** only as Bayrage, and the Company will not, in any trade to responsible for an amount supecing one hun-tred dollars, nuless a special contract is made for, the same. HENRY WOOD, Sensal Superintendents OONDENSING AND NON-CONDENSING EN. GINES, Bollers, Vals, Tanks, Propellers, C., &C. T. BEANEY, W. B. REANEY, S. ABCHIBOLD, Lafe of

Late of Boaney, Neafe & Co., Engineer in Chief, Penn Works, Phila. U. S. Navy.

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Tanted. JAMES A. WRIGHT. THORNYON PIRE. CLEMENT A: GRISCOM. THEODORE WRIGHT. FRANK L. STALLS. PATTER WRIGHT & SONS. Importer of Earthenware, and Shipping and Commission Merchants. NO. 115. WALNUT Street, Philadelphia

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FOR SALE - A laige association of new and second-hand Carriages, ton and no top Buggles, Rockaways and Germantowns, and Express Wagons. GRO. DODD & SONS; No. 430 RACE atreet: Nos. 221 and 233 OROWN street.

öffice fuct of Marketstreet, Philadelphia: se2413. J. H. MARKLEY, General Agent, MARKLEY, General Agent, MORE OENTRAL RAILROAD. WINTER ARRANGEMENTS.-ON AND AFTER MONDAY, Oct 15, 1866; the Trains will leave Phila-delphia, from the Depot of the West Chester & Phila-delphia, from the Depot of the West Chester & Phila-delphia, from the Depot of the West Chester & Phila-delphia, from the Depot of the West Chester & Phila-delphia, from the Depot of the West Chester & Phila-delphia, from the Depot of the West Chester & Phila-delphia, from the Depot of the West Chester & Phila-delphia, from the Depot of the West Chester & Phila-delphia, from the Depot of the West Chester & Phila-delphia, from the Depot of the West Chester & Phila-delphia, from the Depot of the West Chester & Phila-delphia, from the Depot of the West Chester & Phila-delphia, from the Depot of the West Chester & Define the M., connecting at West, Chester & Incolon with a Train for Philadelphia, On West Juncion with a Train for Philadelphia, at 2.50 P. M., run through to Oxford. The Train Lancaster county. Returning, leaves Feach Bottom, in Lancaster county. Returning, leaves Feach Bottom, and the other actor Train The Train leaving Philadelphia at 4.45 runs to Rising Sun, Md. The Train leaving Philadelphia at 4.45 runs to Rising Sun, Md. The Train leaving Philadelphia, Supt. The Streng west here and the Company will not in any case be responsible for an amount exceeding cone hun-dred dollars, andes a special contract be made for the same mills HENRY WOOD, Gen Laupha. And 7.00 P. M., reterring, leave Faoil at 6.50 A. M. and L50 P. M. A TICKET OFFICE Is located at No. 63 Chestanti strees, where Tickets to all important points may be procured, and full informa-tion given by JOHN C. ALLEN, Ticket Agent Also at Thirty-first and Marketstreets, on application to THOS. H. PARKE, Ticket Agent, at the Depot. All Romigrants Train runs daily, except Sunday. For full information as to fars and accommodations, apply to FRANCHS FUNK. No. 137 Dock strest. The Pennsylvania Raincad CO. Will not assume any risk for Bagrage except for Wearing Apparel, and limits ineir responsibility to One Hunyring Bollars in value, All Begrage exceeding that amount in value, will be at the risk of the owner, miless taken by special contrast,

P. M. Cape May at 1145 A. M. Passenger and Freight. FHRIGHT will be neceived at Second Covered Wharf below Walnut street, from 7 A. M. until S P. M. Freight received before 9 A. M. will go forward the SAME day, FRE 16HT DELIVERY, No. 228 SOUTH DELA-WARE AVENUE J. VAN RENSSELAER, Sup't, 
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 PAOLI ACCOM., No. 8, PHILADELPHIA EXPRESS THE WEST JERSEY EXPRESS COMPANY WIL THE WHET JERSET BATRES UM TANY WIL attend to all the usual branches of express Juainess, A Special Messenger accompynice each through train. Office foot of Market street, Wiladelphia, se24-10, J, H. MARKLEY, General Agent,