## CORN-FLOWERS.

From dawn till dusk, we followed up The reapers through the wheat: And tied the rustling corn, that lay Like sunshine at our feet.

Kate laughed with Willie all day long, And Kate sang merrily; He said she sang like any bird, And then she laughed to me.

For Kate he resped the poppies red For me he broke a pale sweet rose And pulled away the thorn.

He said the flowers were like her cheek, Mv heart was sore all day: And when he held the rose to me, I turned my face away.

The blue shades fell; and by the stile At dusk we sat to rest; Through tears I watched the angels' wings That flickered in the west.

They gossiped; and I heard them say, "Oh, she is never seen
When Kate is near! She's slight and pale; And Kate is like a queen.'

And they went gayly by the fields; And I, to hide my pain, Slipped by them at the dusky stile, nd went home by the lane.

I heard his step—I would not stay—And when he came so near and I felt him breathe, I would not look, And dried a silly tear.

The rose I would not wear;
And I said, "Give it Kate; she twined
The popples in her hair!" "Oh, hear me now, below the moon

Then bitterly he spoke. He held

That watches from above!

I jest with merry Kate," he said,
"But never speak of love. "And what is Kate between us two?

I love but you alone; Oh, take the sign, and take my heart, Since, love, it is your own!" I took the rose. A little bird

Sang out a song for me; And broadly smiled the harvest moon, Our happy looks to see.

Steel Manufacture at Pittsburgh. A correspondent gives the following information regarding the manufacture of steel at Pittsburgh, Pa, Half the steel made in the United States is manufactured here, and one-third the glass; it controls both interests; in nails it divides the manufacture with Southeastern Massachusetts; it is Lowell, Lawrence. Easton, Chicopee, Worcester, Hartford, and half dozen other of your eastern manufacturing centres, rolled into one. At the head of the navigable western waters, the very focus of the grand central valley of the continent, whose eye sweeps over the whole, it is a very creator and source for it all. It counts 500 large manufacturing establishments, including 50 glass factories, 31 rolling mills, 46 iron foundries, 58 oil refineries, 33 machine shops, 12 boiler works, 7 steel manufactories, 10 brass foundries. 16 potteries, 5 cotton and 4 woolen factories, 9 plow factories, 10 shops for heavy forging, with white lead, chemical, saw, axeand copper works, yielding altogether a total annual product of one hundred million dollars. Iron and steel in various forms are a third of all this, the other metals about two millions, glass five millions, oil ten millions, cottons and woolens five to six millions. The manufacture of steel has grown up almost wholly in America within seven years Pittsburgh is its birth-place and chief centre; and now of 40,000 tons used in in the United States, full half is made at home, and more than half of that half here. The quality of the homemade steel has fast progressed to that of the best foreign; it is now used for the finest cutlery and swords, and such fastidious establishments as that of the Ames Company in Chicopes give it warm approval and extensive adoption in their delicate manufactures. The turning of iron into steel is a delicate operation, requiring great skill and quick perceptions in the workmen. At the beginning is pig iron, the first and coarser product of the ore, then the pig iron is refined by fire and manipulation into bloom iron; this is next roasted in pure charcoal for two weeks for the carconization which is the distinctive change sought to be gained; then the metal is rolled into light thin bars, and these carefully broken by hand and hammer into small bits, and the impure pieces carefully culled out; crucibles or pots of about two gallons in size are filled with these bits of carbonized iron, and placed within the hottest of char coal and coke fires, and carefully watched and tended: at a given moment when the liquid metal has reached a certain stage of cooking—to be told by opening the crucible and looking into the yellow white fiery contents— the crucible is withdrawn, and its contents carefully poured into a mould, and cooling, become an ingot of pure steel. The best steel made in the country is wrought out from the "spathic" found in the Housatonic valley of Connecticut and Massachusetts; none other such ore is known in the United States; the iron ores of Lake Superior, Lake Champlain and the Cornwall hills in the Lebanon valley of Pennsylvania are "magnetic;" while all the other iron

Another Chost Story. We believe the gentleman who got up the Pennsyslania avenue ghost story for one of the Pittsburgh papers, is now in Chicago, and as a consequence, that city is now enjoying a first-class sensation in the form of a haunted house. The third story of a brick house, No. 128 West Randolph street, is occupied by Mr. Skeels, wife, sister and brother-in-law. A Chi cago reporter goes on to say that within the past thirty-six hours the most as-tounding manifestations have occurred. Doors are opened and slammed together; stove covers, spittoons, dishes, bottles, and numerous other articles are hurled about the rooms; beds, are shaken and moved from their resting places with their occupants lying in them; a piece of cloth, a codfish, some bottles and other articles which the family affirm they never saw before, are said to have been mysteriously dropped into the rooms before the eyes of the inmates, and several policemen and neighbors who were present; blood dripped from the hall door; articles were taken from a trunk while locked and deposited at the feet of Mrs. Skeels, in are greatly terrified, and much excite-

ores of Pennsylvania are "hematite."

Ores from other sections, particularly

Lake Superior, are brought to Pittsburgh

in considerable quantities to mix with

native ores, and so produce different and

in some cases better metals.

ment exists in the neighborhood. The | from our Fourth Edition of Yesterday premises are now being guarded by a police force. The parties living in the rooms are not spiritualists in any sense of the term, and have never had any-thing to do with the investigation of spiritual phenomena. They are mem bers of orthodox churches and persons of intelligence. The reporter says he visited the haunted premises and ob-tained the above particulars from eye witnesses.

The Original Oil Man of Canada. The Halifax (N. S.) Recorder tells the following story of this individual:— About ten years ago a man named Pratt who possessed in a remarkable degree the roving disposition, happened to pass through the township of Enniskillen, and seeing the gum beds as they were termed, shrewdly gussed that there was something good to be found there. He accordingly bought seventy acres of land in which is now the centre of the oil districts, and after having the gum analyzed at Hamilton, left the country. He went to the silver mines of Mexico. where no doubt he found adventures enough to satisfy even his spirit, and on the breaking out of the late war he took up arms on the side of the South, and fought the Yankees for four years. In the meantime nothing was heard from him, and on the discovery of oil in Enniskillen his estate was administrated and reverted back to the Crown. About three weeks ago, however, the rover stepped into a large oil establishment, announced himself the original old Pratt, and politely requested the soi-disant proprietors to clear out. Utterly confounded, these gentlemen handed over \$100,000 to quiet the title, and Mr. Pratt set off for Ottowa, where he asked the Commissioner of Crown Lands by what authority his land was taken from him and given to others. The answer was in so far satisfactory that he set off in high glee, and when the writer met him on the cars, was on his way to Oil Spring to give a number of wealthy trespassers, as he considers them, particularly scissors. He expects to realize some two hundred thousand dollars in gold from the transaction.

A Novel RACE.—The San Francisco Bulletin announces the result of the great China tea race. The race was confined to English ships, and the pre-mium offered was ten shillings a ton on the cargo of the first ship in with the tea. Nine ships left Foo-chou-foo from the 29th of May to the 6th of June last, each laden with cargoes from the new crop. Four of the nine were competitors for the prize, and made an almost neck and neck race for sixteen thousand miles, finishing the voyages in ninety days and a few hours, the five ships landing, by estimate, five and a quarter millions of pounds of tea; the Taeping carrying off the prize, which amounted to about two thousand five hundred dollars, she being lighter laden than her closest competitor by one hundred and twentytwo thousand one hundred and ninety one pounds. This is the fastest time on record. The average time of the English tea-ships is about one hundred and thirty days. Compare with this the figures for the Hong Kong and Sau Francisco route. The distance is, in round numbers, seven thousand miles. The average time is from twenty-five to twenty-eight days. The distance from San Francisco to New York, by railroad, is about three thousand miles, and the time will probably be about From New York to London is under rather than over fifteen days. So that tea sent by the way of Francisco, will reach the English market about fortyfive days sooner than if sent by the way of Good Hope

PEAT IN MICHIGAN.-The Detroit Free Press has an interesting article upon this subject. The peat is found in dry bogs, of which there are several hundred in the State. The supply is believed to be, practically, inexhaustible. It is also of a very fine quality. Professor Douglass, of the State University sity, after a careful analysis, places the proportion of ash and sooty matter at only three and two-tenths per cent. It is generally known that peat is the vegetable soil of swamps, made up of matted roots, leaves and stems of plants. To obtain it, the surface, containing the living plants and their roots, is taken off: the peat is cut by a peculiarly shaped spade into oblong blocks, which are thoroughly dried in the sun; it is then powerfully compressed by hydraulic machines, until its size and weight are reduced nearly two-thirds; next it is ground to powder, and dried in cylinders which revolve in a heated chamber finally, at a temperature of one hundred and eighty degrees, it is caked by powerful pressure, and is ready for the market Some of the Michinan farmers use it in preference to wood; its superior cheapness commends it to many others. The Press says that it has found a ready sale in Boston and elsewhere. Several peat companies have been formed, and machines invented during the last six months. Peat also gives forty per cent of illuminating gas, at the rate of about fourteen thousand feet per ton. The best coal does not equal this. The *Press* thinks that it will become very popular for parlor use, as it can be burned in an open grate, and would be far more cheerful than the dull air-tight stove.

CHARACTER IS POWER.—It is often said that knowledge is power, and this is true. Skill or faculty of any kind carries with it superiority. So, to a certain extent, wealth is power, and genius has transcendent gift of mastery over men. But higher, purer, better than all, more constant in its influence, more lasting in its sway, is the power of character—that power which emanates from pure and lofty mind. Take any community, who is the man of most influence? To whom do all look up with reverence? Not to the "smartest" man, not to the cleverest politician, nor the most brilliant talker, but he who, in a long course of years, tried by the extremes of prosperity and adversity, has approved himself to the judgment of his neighbors, and of all who have seen his life, as worthy to be called wise and

SWAMP LANDS OF CALIFORNIA,—A list of the swamp lands in California, embracing in the aggregate over 53,000 acres, has been submitted to the Secretary of the Interior for his approval, as a step preliminary to the issuing of a patent for the same to the State. These lands are of the class designated in the fourth section of the act of July 23, 1866. In view of the long delay necessarily incident to the transmission of correspondence from that State, the General Land Office, in taking up and disposing of another room; and many other similar all swamp lands with which there is no demonstrations were made. The family interference, without waiting for the formal report of lists from the Surveyor General,

THE LATEST NEWS FROM WASHINGTON.

The President's Message and the Department Leports.

Movements of Senators and Representatives.

From Washington.
[Special Despatch to the Bulletin.] WASHINGTON, Nov. 30.-The President and the Secretaries to-day decided to send advance copies of the message and the reports of the Departments to the different cities North and West, with instructions to be delivered to all the papers immediately on the message being read in Congress. No definite action will be taken by the Republican Caucus, relative to the course o be pursued by Congress, until next week Several Senators to-day called upon the President, and were cordially received.

[By the U. S. Associated Press.] WASHINGTON, Nov. 30.—No copies of any of the reports of the Head Departments have yet been printed, most of them, however are in type and proof alips have been for nished for revision. It is understood that the President's Mesage was to-day read to the cabinet.

About fifteen Senators and thirty Representatives have arrived here.

The Baltimore American and the United States and European Associated Press.
Baltimore, Nov. 80.—The following an nouncement appears in this afternoon's edition of the American:

"Our readers bave doubtless observed that we have during the past few days published very voluminous telegraphic despatches from all parts of the country and Europe, foreign domestic, commercial, shipping intelligence to an extent that has never before been presented in the columns of the Baltimore papers. The greatest portion of these despatches were from the U.S. and European Telegraphic News Association, which has just been established in New York in opposition to the New York Associate Press. The General Agent of this new association is D. H. Craig, Esq., who has for fifteen years past been the General Agent of the New York Associated Press. It was our purpose to receive and publish the despatches of both of these associations, in pursuance of the usual enterprise exhibited by the American in furnishing its readers with the fullest and latest intelligence from all parts of the

world. "The New York Associated Press has, however, issued an order prohibiting any paper from receiving their news which shall so elect to publish that received from Mr. Craig also. Knowing from long experience in the telegraph business that Mr. Craig is possessed of the natural tact and energy to distance all competition, and that he has unriva led facilities for the transaction of the business he has taken in hand, we have refused to deprive our readers of his important services.

We do not regard ourselves as under any special obligations to the New York Ass ciated Press, or any other self-constitute i body. We have held that association up when some of those who are now combined against us in Baltimore endervored to destroy their organization and have rendered them more unpaid services during the past five years than any other paper in the country. That we should allow anybody to dictate to us what we shall publish and what we shall not publish in the columns of the American is simply ridiculous. We have always heret >fore acted independently of all combination and shall continue so to act, regardless of what the consequences may be. We have however, full confidence that the United States and European Telegraph News Asso ciation will be able to furnish fuller, more varied and more satisfactory reports of news, foreign, domestic and commercial, than the Associated Press has ever attempted, that our readers will be benefitted by the change. We will also have the advantage of baving exclusive special reports, and not be compelled to present our readers with the despatches that appear in the other papers of the city.

Robbery at Beverly.

BEVERLY, N. J., November 30th,-The house of Walter S. Freeman, agent of the Camden and Amboy railroad, situated in the town, was robbed last night. The affair is very mysterious, the thieves ransacked the whole dwelling, entering the rooms in which the persons were sleeping, taking jewelrysac, precisely as was done in the case of the robbery at Riverton a few days since.

Thanksgiving Day in the South.
AUGUSTA, Ga., Nov. 30.—Business was suspended in this city yesterday, also in Charleston.

Mobile, Ala., Nov. 29. — Thanksgiving day was generally observed here. Almost all the business houses were closed. Nothing done in cotton.

Marine Intelligence. [To the U. S. Arsociated Press.]
NEW YORK, Nov. 30.—Steamer Queen.

from Liverpool, arrived; also, Guiding Star, from Brazil. Boston, Nov. 30. — Arrived, steamers Saxon, from Philadelphia; Nerus, from New

Thanksgiving at Charleston. CHARLESTON, Nov. 30.—Thanksgiving day was generally observed yesterday.

New York Money Market. NEW YORK, 2 P. M., Nov. 30.—The Post's Commercial Article says the loan market is inactive and abundantly supplied at six, with exceptions, at five discount.

Business is light—current rates for very choice short call, 6 and 7, and 7; for choice names. The return flow of greenbacks from the West and other points excels, at present, the drain to the South, and it is

therefore probable there will be ease in the money market for some time. Gold opened dull at 1401, falling to 1403, and rising again to 141. Railroad shares are inactive, but there is more disposition to buy, and quotations are a fraction better, low-priced western roads being most in favor. After the board the market was better, Governments were well sustained, especially 6s of 1865, and 7s, for which there is considerable demand from

the country. State stocks are all quiet.

Railroad bonds firm. Stocks flat, and minng shares neglected and drosping.

Thanksgiving at Augusta. Augusta, Ga., Nov. 30.—Business was entirely suspended on Thanksgiving day.

The Latest Financial News. NEW YORK, NOV. 20, 12.30 P. M.—Stocks Jower and dull; Gold 140%; Coupon 6's, 1881, 112%; Do. 1882; 1.83%; Do 1864 165%; Do 1865 147; 'l'en fortier, 99%; 'Treasury 73 16's, 16's, 20, Second Series, 185; Varginia 6's, 600 64; Missouri 1's 87%; Carlein Company, 41%; Pennsylvania Coal, 155; Cumberland Preferred, 69; Boston Water Power, 30%; Western Union Telegraph Company, 48%; New York Central 112%; Krie Rahroad, 714;; Budson Ballroad, 120%; Reading Rahlroad, 1114; Michigan Central, 112%; Illinois Central, 118%; Pittsonrgn, 84%; Northwestern, 43h; Rock Island, 103%; Toledo, 113%.

[By the United States Associated Press ]
NEW YORK, Nov. 27.—Cotton very dull: Uplands 34 ceals: Oriesna, 35% cents. Flour dull: 10@22 cents inver. Sales of 8,000 barrels Slate, 27 76@11 25; We ser. 87 76@12 Ohio, \$10 86@18 25; equithera drooping, sales of 80 bbls. at \$11 80@16 25. Wheat 18.—nom.naily 2@3 cents low 7. Data declibing, 81a, 57 cents. Pork lower and dull; sales of 600 bbls. at \$21 37@16 20. Bear only. Bear of 100 bbls. At \$12.6014 cents. Whisky dull and unchanged. Petroleum quiet; Orude 21 cents. 21 cents.

SAVANNAH, Nov. 30.—There is little doing to day.

The pieces were easier New Orleans Middling, 32%c.

The receips for the week, 5 522 exports, 9.787.

Cleared, the steamer Fiambeau, for New York.

Arrived, the steamer North Point, from Baltimore.

Markets.

New York, Nov. 30.—Cotton quiet at 34@34%c. Flour dull, 10@20c. lower; sales of 3,500 bbls; chare, \$7 76@\$11 25; Ohio, \$10 80@\$13 25; Western, \$8 75@\$12. Southern, \$11 50@\$16 25. Wheat du'l and declined 2@3c. Corn dull declined 1c. Rye and Barley dull and declining Oats quiet. Beef quiet. Pork dull and ower. Lard quiet. Whisky dull.

E SAVANNAH, Nov. 29—1 otton; little doing; prices eager. Middling, \$25; receipts for week, 5,923; exports for week, 9.735.

BALTIMORE Nov. 20—1 and an analysis of the same analysis of the same analysis of the same analysis of the same analysis F Wegs. 9735.
BALTINGES, Nov. 30 —Flour inactive Spring Wheat
Fald beavy. Wheat dull. Corn ac iva. Sale of new
1976. 681. Oats firm. Provisions inactive and nomial. Greceries quiet. Whisky steady. Western in
pud 22. 37.

| Saice at Philadelphia Stock Board. | SAICE At IES AFTER FIRST BOARD. | \$1100 Pelvid & Del Eds 55 | 100 eh Hestonville R | 14½ | 1000 Penna 5a | 85 m 9e | 1000 the nan 5a | 100 eh Hestonville R | 14½ | 1000 Penna 5a | 85 m 9e | 100 eh Heston Board Boa

MPORTATIONS.
Reported for the Philadelphia Evening Bulletin. MALAGA—Brig Wm Landreth, Phillips—7533 boxes raisins 2557 ½ do do 2538 ½ do do 460 frails do 100 boxes almonde 200 frails almonds 300 kegs grapes 400 boxes len cns N Hellings & Bro. Latest Marine Intelligence.

A SHIVED THIS DAY.

Brig William Landreth (Br), Phillips, 34 days from
Malaga, with raisins, &c. to N Hellings & Bro. PORT OF PHILADELPHIA.

Foreign and coastwise arrivals for the month of Fovember, 1886, as compared with the same period in 1865.

For Coast, Total, For Coast, Total, 
 Steamshfipe
 2
 ...
 2

 2 chips
 4
 ...
 4

 Barks
 6
 2
 8

 Brigs
 22
 17
 39

 Schooners
 6
 694
 700

 bloops
 607
 607
 507

 Steamers
 228
 258

 Barges
 523
 323

 Boats
 1075
 1075
 Steamshipe... 35-790 751 216 434 1585 .. 40 3266 3246 3818 Total. AREA VERLEUR CORTABRE

PHILADELPHIA, WILMING TON AND BAUTIMORE RAIL.

ROAD-TIME TARLE.-Commencing Monday. Nov. 28th, 1866. Trains will leave Depot, corner of Broad street and Washington avenue, as follows:

Express Train, at 4.15 A. M. (Mondays excepted), for Baltimore and Washington, stopping at Chester, Wilmington, Newark, Elkton, Northeast, Perryvilla Havre-de-Grace, Aberdeen. Perryuna's, Edgewood, Magnolia Chasa's and Stemmer's Run.

Way-mail Train, at 8.15 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Express train at 11.45 A. M. (Bundays excepted) for Baltimore and Washington.

Express train at 11.45 A. M. (Bundays excepted) for Baltimore and Washington.

Express Train at 2.00 P. M. (Bundays excepted), for Baltimore and Washington, stopping at Chester Claymont, Wilmington, Newark, Elkton, North-East, Perryville, Havre-de-Grace, Aberdeen, Perryman's Rodewood, Magnolia, Chase's and Stemmer's Run.

Night Express at 11.00 P. M. (daily) for Baltimore and Washington in Wilmington with Delaware R. R. life (Saturday's excepted), st pping at middleton, impring, 1 over, Banlagton, beatond, Salisbur, Filnce Anne and connecting at Cristicid with boat for Norfolk, Pottsmouth and the South.

Pres-cepter boat from Baltimore for Fortress Monroe, Norfolk, will base the 11.50 A. M. Train.

mington.

Inever Philadelphia at 12.30, 4.04, 5.00 and 11.57 (daily)

P. M. The 4.00 P. M. train connects with the Delaware Railroad for Milioro and intermediate stations

The 6.00 P. M. Train runs to New Castle.

1 cave Wilmington 7.15 and 8 st. A. M. 3.00 and 5.37

P. M. daily. Leave Wilmington 7.15 and 8 st. A. M., 8 00 and 6.24
P. M. daily.
From Baltimore to Philadolphia.—Loave Baltimore
7.25 A. M., Way Mail. 8.20 A. M., Express. 1.10 P. M.
Express. 3.85 P. M., Express. 8.25 P. M., Express.
From Baltimore to Havie de Grace and Intermedice Internations at 4 (6 P. M.
Trains for Baltimore leave Chester at 4.49 and 8.54
A. M. and 4.35 P. M.
Express. 1.25 P. M., Express. 1.25 P. M., St. N. D. A. Trains for Ealtimore leave Wilmington at 5.22, 2110
9.40 9.40 M. and 4.15 P. M.

Leave Ealtimore at 8.25 P. M., Stopping at Havro de Grace, Perryville and Wilmington. Also stops at Express on the Newark to take persengers for Philadelphia and leave passengers from Washington or Baltimore and at Chester to leave passengers from Washington or Baltimore and at Chester to leave passengers from Washington or Baltimore brough tickets to all points West South and Soutu-st may be procured at "ICKET OFFICE, \$23

west may be procured at "ICKET OFFICA, S:3 CHESTAUTETREET, un der Continental Hotel. Pur-sens purkbat mg ticket, aucht onlice can have baggage checked at their residence by Graham's Baggage Ex-H. F. KENNEY, Superintendent. 

delphia.
And for Freight business of the Company's Agents:
S. B. Kingston, Jr., corner Thirteenth and Market
streets, Philadelphia,
J. W. Reynolds, Erie
Wm. Brown, Agent, N. C. R. R., Baltimore,
General Freight Agent, Philadelphia,
A. L. TYLER,
General Superintendent, Elic.

General Superintendent, Etie,
PHILADELPHIA & RALTI
WINTER ARRANGEMENTS.—ON AND AFTER
MONDAY, Oct. is, 1886, the Trains will leave Philadelphia, from the Depot of the West Chester & Philadelphia, from the Depot of the West Chester & Philadelphia, from the Depot of the West Chester & Philadelphia, from the Depot of Thirty-first and Market Streets, (West Philads.), at 7.50 A. M., and 4.6 P. M.
Leave Risting Son, at 5.50 a. M. Gribrid at 6.55 A. M. and leave Oxford at 8.55 P. M.
A Market Train with Passenger Car attached, will rin. on Theedays and Fridays leaving the Risting Son at 11.15 A. M., Extord at 12.00 M., and Kennett at 1.00
F. M., connecting at West Chester Junction with a Train for Philadelphia. On Wednesday and Saturadays, trains leave Philadelphia at 2.50 P. M., run through to Oxford.
The Train leaving Philadelphia at 7.50 A. M. con-

through to Oxford.

The Train leaving Philadelphia at 7.50 A. M. connects at Oxford with a daily line of Sizges for Peach Bottom, in Lancaster county. Returning, leaves Peach Bottom to connect at Oxford with the Afternoon Train by Philadelphia. The Train leaving Philadelphia at 4.45 runs to Rising Sin, Md.

Passengers are allowed to take Wearing Apparel only as Ragrage, and the Ormpany will not in any case be responsible for an amount exceeding one han tred dollars, unless a special contract be made for the same made HENRY WOOD Gen't. Sup's.

dred dellari, unless a special contract be made for the same

\*\*Mhis\*\* \*\*RENRY WOOD Gen'l. Sun't.

\*\*J. FOR NEW YORK.—RARITAN

\*\*AND DELAWARE BAY RAIL.

\*\*J. FOR NEW YORK.—RARITAN

\*\*J. A. M.—Express for Long Branch, New York and intermediate points.

\*\*S. P. M.—Freight for New York and all points North.

\*\*II.A. M. Way Freight.

\*\*Goods delivered at Company's Depot, 320 North Wharves, Philadelphia, by 5 P. M., forwarded by this line, arrive in New York at 2 o'clock next morning.

\*\*RETURNING.\*\*

The Passenger Stearler Jesse Hoyt leaves Pier 22 North River, foot of Duang street, N. Y., at 11 A. M., for Philadelphia Express.

\*\*Freight received at Pier 22 North River, N. Y., by 4.30 P. M. Wait be ready for delivery in Philadelphia early the following morning.

\*\*FARA TO NEW YORK. \$2.00.\*

\*\*Tricket Office Vine Street Ferry,

\*\*For further information apply to Company's agenta.

\*\*R. H. CHIPMAN. Freight Office and Depot, 320 North WHARVES, Philadelphia.

\*\*J. B. BURT, Pier 22 North River, foot of DUANE Street. New York.

\*\*Or at General Freight and Passenger Office, Philadelphia, Ne. 411 CHESTNUT Street.

\*\*W.N. CLAYTON, Superintendent, Red Bank, N. J.

\*\*S. C. HASSTY, General Freight Agent, Red Bank, N. J.

\*\*REEDY SWEARRINGEN, J.

\*\*T. REENT SWEARRINGEN, J.

\*\*General Agent, Philadelphia.

NORTH PENNSYLVANIA BENOTES: AND RESERVED IN THE MIDDLE ROUTE.

Shortes: and most direct line to Echlehem, Allentown March. Chunk, Hasleton, White Hayen Wilkesbarre, Mahanoy City, and all points in the Lehigh and Wyol Ming Ceal Regions TRAVELING GUIDB Ocal Regions senger Depois in Philadelphia, THIRD street, Thompson, and corner of BERKS and AMERI-

ming Ceal Regions
Passenger Lepois in Philadelphia, THIRD street, above Thompson, and corner of BERKS and AMERICAN streets

NINE DAILY TRAINS.
On and after Monday, May List.1889, Passenger trains leave the Depot. Third street above Thompson, daily (Sundays a cepted), as follows:

ATV.50 A. M.—Moraing Express for Bethleham and Arinchas Isations on Nerth Pennsylvania Ballicad, connecting at Bethleham with Lehigh Valley Ballroad, connecting at Bethleham with Lehigh Valley Raincad for Allentown, Carsanqua, Sistington, Manch Chunk, Westherly, Jeanesville, Hasleton, White Haven, Wikesbarre, Mingson, Pitston, and all points in Lehigh and Wayming Valleys; also, in connection with Lehigh and Mahanoy Railroad for Mahanoy City, and with Catawises Railroad, for Empert, Danville, Milton and Williamsport. Arrives at Mauch Chunk at H.65 A. M.; at Wilkeebarre at 2.5 P. M.; at Mahanoy City, and with Catawises Railroad, for Empert, Danville, Milton and Williamsport. Arrives at Mauch Chunk at 1.65 A. M.; at Wilkeebarre at 2.5 P. M.; at Mahanoy City at 5 V. M. Passengers by this train can take the Lehigh Valley Train, passing Bethlehem at 12.00 M. for Essenton and points on New Jersey Central Ballroad to New York.

AT 8.55 A. M.—Accommodation, for Doylestown, stopping at all intermediate Stations. Passengers for Willow Grove, Hatbord and Hartsville, by this train, at 2.50 P. M.—Accommodation for Doylestown, stopping at all intermediate stations. Passengers take stage at Deylestown for New Hope.

AT 8.50 P. M.—Evening Express for Bethlehem and principal Stations on the North Pennsylvania Railroad, making close connection at Bethlehem with Lehigh Valley Train for Easton, reaching there at 4.5 P. M.—Passengers for Plainfield, Somerville and other recognition New Jersey Central R.R. take N. J. C. Train at Easton, which arrives in New Yerk at 10 P. M. Pasengers for Sumnoytown take stage at North Wales, and for Nazareth at Bethlehem and for Greenville a Conserville at North Pales, and for Nazareth at Bethlehem and for Greenville at Outs

engers for Sumneytown take stage at North Wales, and for Nazareth at Bethlehem and for Greenville a

and for Nazarch at Bethlehem and for Greenville a Guabertown
AT \$.15 P. M.—Accommodation, mr Doylestown, stopping at all intermediate Stations. Passengers for Wilfow Grove, Hatboro' and Hartsville take stage at Abington; for Lumberville at Doylestown.
AT \$.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 Allentown, Mauch Chunck are AT 6.15 P. M.—Accommodation, for Langdale, stor-ping at all informediate Stations.
At 11 P. M. Accommodation for Fort Washington TRAINS FOR PHILADELPHIA.
Leave Bethlehem at 6.25 A. M., and 12.25 M., and 6.18

P. M.
12.25 train makes direct connection with Lehigh Valley trains from Easton, Wilkesbarre, Mahoney City, Hazleton, and arrives in Philadelphia at 2.30 P. M.
Passengers leaving Wilkesbarre at 1.5 P. M., connect at Bethlehem at 6.15 P. M., and arrive in Philadelphia at 8.40 P. M.

at Bethlehem at 6.15 P. M., and arrive in Philadelphu 818.00 P. M.
Leave Doylestown at 6.00 A. M. 8.15 and 5.00 P. M.
Leave Landelle at 6 A.M.
Leave Hort Washington at 10.50 and 2.15 P. M.
Leave Fort Washington at 10.50 and 2.15 P. M.
Philadelphia for Bethlehem at 9 A. M.
Philadelphia for Doylestown at 2.20 P. M.
Bethlehem for Philadelphia at 7.20 A. M.
Bethlehem for Philadelphia at 7.20 A. M.
Bethlehem for Philadelphia at 4.20 P. M.
Bith and Sixth Streets Passenger Cars conv y psa
singers to and from Berks Street Depot.
White Cars of Second and Third Streets Line convex
passegners to Third Street Pepot.
Tickets must be procured at the Ticket Offices, THIRD
street of fare,
RILLIS CHARK, Agent,
Hillman's Baggage Express will call for and Geliver
Baggage at the Depot.
Office, No. 118 South THIRD street.

myzi

Office, No. 118 South THIRD street.

Office, No. 118 South THIRD street.

DEN AND AMEDY and PHILA DEN PLANTS DEN AND AMEDY AND PHILA DEN AND TRENTON RAILROAD COMPANY'S LINES, from Philadelphia to New York, and way places, from Walnut Street WHARF will leave as follows, vis:

At 8.4 M., via Camden and Amboy, Accom., \$2.3 At 8.4 M., via Camden and Amboy, Accom., \$2.3 At 8.4 M., via Camden and Amboy, Accom., \$2.3 At 8.4 M., via Camden and Amboy, Accom., \$2.3 At 8.4 M., via Camden and Amboy, Accom., \$2.3 At 10 A. M., via Camden and Amboy, Accom., \$2.3 At 10 A. M., via Camden and Amboy, Accom., \$2.4 At 10 A. M., via Camden and Amboy, Accom., \$2.5 At 10 A. M., via Camden and Amboy, Accom., \$2.5 At 10 A. M., via Camden and Amboy, Accom., and \$2.5 At 10 A. M., via Camden and Amboy, Accom., and \$2.5 At 8.4 M. and \$2. M. for Freehold.

At 6 and 10 A. M. 12 M. 4, 5.6, and 11.30 P. M., for Fish House, Falmyra, Riverton, Progress, Delanco. Beverly, Edgewater, Burlington, Florence, Bordentown, &c. The 10 A. M. and 4 P.M., lines runs direct through to Trenton.

Lines From Kernsington Depot will leave as follows:

At 11 A. M., 450, 645 P. M. and 12 P.M., (night) via

days excepted.

Atr. So and 11.00 A. M., 2, 8.20, 4.20, 5 and 6,45 P. M., and 12 Midnight, for Bristol, Trenton. &c.

At 7.30 a. d. 10 15 A. M., 3, 4.30, 5 and 12 P. M., for as now a u uso A.M., 3, 4.30, 5 and 12 P. M. for brhencks.
At 10.15 A. M., 3 5 and 12 P. M. for Eddington.
At 7.30 and 10.15, A. M., 3, 4, 5, 5, and 12 P. M. for Cornwells Torrisadel, Holimesburg, Tacony, Bridesburg and Frankford, and 8 P. M. for Holmesburg and Intermediate Stations.
At 10 15 A. M., 3, 4, 5, 6, 8 and 12 P. M. for Wissinger and intermediate stations.
At 10 15 A. M., 3, 1, 5, 8 and 12 P., M. for Wissinoming.

Int. LVIDERE DELAWARS RAILBOAD, for the Delaware River Valley, Northern Pennsylvania, and New York State, and the Great Lakes. Daily coundays excepted from Benaington De oot, as follows:

At 7.30 A. M. for Niagara sails. Buthalo, Dunkirk, Canandaigus, Elmira, Ithaca, Owego, Rochester, Einghampton, Oswego, Syracuse, Great Bend. Montrose, Wilkesbarre Scranton, Stroudsburg, Water Gar.

Eachd. Montrose, Wilkesbarre Scranton, Stroudsburg, Water Gar.

A 7.50 A. M. and 8.30 P. M. for Belvidere, Easton, Lambertville, Fierrington, &c. The 4.30 P. M. Line connects direct with tas Train leaving Easton for Mauric Chunk, Alikutown, Bethlehem, &c.

At5P. M. for Lambertvilles and intermonate Stations

EF For New York, and Way Lines leaving Ken sington Depot, take the cars on Fifth street, above Walnut, half an hour before departure. The cars run into the Depot, an on arrival of each Train, run from the Depot.

An additional Ticket Office is located at No. 23 Ches. 10 15 A. M., 3, 4, 5 6, 8 and 12 P. M. for Wissinom. the Depot, and the state of the

Express.

Ettly Pounds of Barrage only, allowed each Passen et. Passengers are prohibited from taking anything as bacages but their wearing apparel. All bagrage over fifty counds to be paid for extra. The Company limit their responsibility for bagrage to One Dollar perpound, and will not be liable for any amount beyond pound, and will not be liable for any amount beyond stoo, except by special contract. LINES FROM NEW YORK FOR PHILADELPHIA Will leave from foot of Cortland street, at 12 M, and 4 P. M., via Jersey City and Camden. At 7 and 17 A. M., 5 P. M. and 12 Night via Jersey City and Ken sington.
From Pier No. 1 N. River, at 6 A., M. and 2, 4 P. M.
From Pier No. 1 N. River, at 6 A., M. and 2, 4 P. M.
Via Amboy and Camden.
WM. H. GATZMER. Agent.

WM. H. GATZER AND PHILAWEST CHRSTER AND PHILADELPHIA RAILROAD, VIA
WEDIA WINTER ARRANGEMENTS.
Gn and after MONDAY, Oct. 15th, 1868, the on and after MONDAY, Oct. 15th, 1888, the trains will leave as follows:
walls will leave as follows:
Leave Philadelphia for West Chester, from Depot Thirty-first and Market street, 7:50 A. M., 11:00 A. M., 12:00, 14:5 and 6.15 P. M.
Leave West Chester for Philadelphia, from Depot on E. Market street, 6:30, 8:00, 10:45 A. M., 1.55, 4:50 P. M. Trainslesving West Chester at 8:00 A. M., 1.65, 4:50 P. M. Trainslesving West Chester at 8:00 A.M. and leaving Philadelphia at 4:45 P. M., will not stop at Pennelton, and will stop below B. C. Juncaion at Media only.
Leave Philadelphia for Fennelton 4:15 and 11:00 P. M. Leave Pennelton for Philadelphia 8:7 A. M., 7:25 P. M. These Trains stop at all indephia 8:7 A. M., 7:25 P. M. ON BUNDAYB—Leave Philadelphia at 8:30 A. M. and 2:00 F. M.

and 2.00 P. M.
Leave West Chester 7.55 A. M and 4.00 P M.
Ors Supnays—The West Philadelphia Passenger
cars will leave Eleventh and Market streets, half-anhour befure 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 7.56 A. M. and 4.55 P. Trains leaving Philadelphia at 7.50 A. M. and 4.45 P. M., and leaving Philadelphia at 7.50 A. M. and 4.45 P. M., and leaving West Chester at 8.10 A. M. and 4.50 P. M., connect at B. C. Junction with Trains on the P. and B. C. R. B. for Oxford and intermediate points.

AT Passengers are allowed to take wearing apparel only at Bargage, and the Company will not, in any case, be responsible for an amount exceeding one hunJeed deliars, unless a special contract is made for the same. HEREY WOOD, General Superintendent OMPANY, PITTISBURGH. COLUMBUS AND CUNCINNATI RAILEOAD

THE PAN HANDLE BOUTE WESTWARD. Owing to the great distance saved by THIS ROUTS the Government has assigned to it, the carrying of the U.S. MAIL to the Principal Cities of the West and Couthwest.
THERE BEING BUT ONE CHANGE OF CARS
THERE PHILADELPHIA AND CINCINNATI THERE BEING BUT ONE CHARGE OF CARS
BETWEEN PHILABELPHIA AND CHNCHNATI
AND BUT TWO TO ST. LOUIS.
PASSENGERS BY THIS ROUTE WILLARRIVE
IN CHNCHNATI, INDIANAPOLIS. CAIRO AND
ET. LOUIS. ONE TRAIN IN ADVANCE OF ANY
PASSENGERS by fast line can take state-room sleeping
cars from Altoons to Coshocton, affording a night s
rest. 11 P. M. St. te-room sleeping cars from Fittsburgh to Cincinnati, with but one change.
Be sure to purchase tickets "VIA STEURENVILLE," at

Be sure to purchase Geres "VIA STRUBER-VILLE" at VILLE" at PENNSYLVANIA RAILROAD OFFICE PENNSYLVANIA RAILROAD OFFICE STRUBER Corner Thirtieth and Market Streets, Philadelphia S. F. GEULL. Gen'l Ficket Ag't. Stenbenville, O. JOHN H. MILLER. Gen'l Estern Pass. Ag't. IOHN DURAND, Gen'l Sup't. 614-tit. Pennsylvania Railroad Office, 631 Chestmut street; and Thirtieth an i Market streets. West Philadelphia. WEST JERSEY RAILROAD LINES, from foot of Market street upper Ferry, commencing MONDAY, September 24, 1866, 1866, LEAVE PHILADELPHIA AS FOLLOWS:
For Bridgeton, Salem, Miliville, and all incomes: Bridgeton, Salem, Miliville, and all interm ns; at 8 A. M., Mail. 8.30 P. M., Passenger, Weodbury 8 A. M., 8 30 P. M., and 6 P. M.

intions, as one of the control of th Millyille at 6.55 A. M. and 3.05 P. M. Freight 5.45 P. M. Millyille at 6.55 A. M. and 3.08 P. M. Freight 6.10 P. M. Cape May at 11.45 A. M. Passenger and Freight.
VikelGHT will be received at Second Covered
What follow Wainut street, from 7 A. M. until 8 P. M.
Freight received before 9 A. M. will go forward the same day, FREIGHT DELIVERY, No. 228 SOUTH DELA-WARE AVENUE. J. VAN RENSRELAER, Supl. THE WEST JERSEY EXPRESS COMPANY will attend to all the usual branches of express business. A Special Messenger accomp, nies each through train. Office foot of Market street, Philadephia. 822419 J. H. MARKLEY, General Agent.

TRAVELING GUIDE READING RATEROAD.

GREAT TRUNK LIME FROM
ILADED PHA NO THE INTERIOR OF PENEL
LVANIA, THE SCHUYLRILL, SUSQUEEAR
CUMBERIAND AND WYOMING VALAGES
ENORTH, NORTH WEST and the CARADAS,
INTER ARRANGEMENT. OF PASSEGER
AINS, OCT. 8, 1886, leaving the Company's Depot TRAINS, Oct. 8, 1866, leaving the Company's, Depot, THIRTERN'TH and CALLOWHILL, Streets, Pailed delphis at the following hours:

At 7.30 A. M. for Reading and all intermediate Stallogs.

At 7.30 A. M. for Beading and all intermediate Siantions.

Returning, leaves Reading at 6.30 P. M., arriving in Philadelphia at 9.10 P. M.

At 5.15 A. M., for Reading, Lebanom. Harrisburg Pottsville, Pine Grove, Tamagua, Sunbury, Wilhamsport, Elmira, Rochester, Niagara Falls, Bulbalo, Allemiown, Wilkesbarre, Pitiston, York, Carlisle Chambersburg, Hagentown, &c., &c.

This train connects at READING with the Bast Pennsylvania Railroad trains for Allentown, &c., and with the Lebanon Valley train for Harrisburg, &c., and with the Lebanon Valley train for Harrisburg, &c., at HARRISBURG with Northern Central, Cumberland Valley, and Schnyikill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, &c.

Valley, and Schuyikill and Susquenama trains for Northumberland, Williamsport. York, Chambershirg, Pinegrove, &c.

AFTERNOON EXPRESS.

Leaves Philadelphia at 2.30 P. M. for Reading, Potts-ville, Harrisburg, &c., connecting with Reading and Columbia R.B. trains for Solumbia, &c.

READING ACCOMMODATION.

Leaves Reading at 6.30 A. M., stopping at all waystations; arrives in Philadelphia at 9.40 A. M.

Returning, leaves Philadelphia at 4.30 P. M.; arrives in Reading at 7.35 P. M.

Trains for Philadelphia leave Harrisburg at 3.10 A.

M., and Pottsville at 3.45 A. M., arriving in Philadelphia at 1.00 P. M., Afternoon trains leave Harrisburg at 2.10 P. M.; arriving at Philadelphia at 0.15 P. M. Harrisburg at 2.45 P. M.; arriving at Philadelphia at 0.15 P. M. Connecting at Reading with Afternoon Accommodation south at 6.30 P. M. arriving in Philadelphia at 9.10 P. M. Market train, with a Passenger car assached, leaves Philadelphia at 2.55 noon for Reading and all way stations; leaves Reading 1.30 A. M., and Downingtown 13.30 P. M. for Philadelphia and all way stations; leaves Reading 1.30 A. M., and Downingtown All the above trains run daily, Sundays croepted. Sunday trains leave Pottsville at 5.00 A. M., and Philadelphia, for Reading at 8.50 A. M., and Philadelphia, at 2.15 P. M.; eleave Philadelphia, for Reading at 8.50 A. M., and Philadelphia, for Reading at 8.50 A. M., returning from Reading at 4.25 P. M.

P.M. CHESTER VALLEY RAILROAD.

Passengers for Downingtown and interredistepeints take the 7.30 and 8.15 A. M. and 4.30 P. M. trains from Philadelphia, returning from Downingtown at 7.00 A. M. and 2.28 Noop.

NEW YORK, EXPERSS, NOR PITTISBURGH AND THE WEST.

Leaves New York at 7, 9 A. M. and 8.00 P. M. passing Reading at 1.05, 11.63 A.M., and 1.45 P.M., and connect at Harrisburg with Pennsylvania, and Northern Central Railroad Express Trains for Pittaburgh, Chicago, Williamsport, Emiris, Railtizore, &c.

Returning, Express Train leaves Harrisburg on arrival of Pennsylvania Express from Pittaburgh, 23 and 8.05 A. M., 315 P. M. passing Reading at 4.49 and 10.52 and 8.05 P. M. Siceping Cars accompanying these trains through between Jersey (ifty and Pittaburgh, without change. CHESTER VALLEY RAILROAD. without change.

Mail train for New York leaves Harrisburg at 2.10 P.

M. Mail train for Harrisburg leaves New York at 18

MOOD. NOOD.
SCHUYLKILL VALLEY RAILROAD.
Trains leave Pottaville at 7, 11.20 A. M. and 7,15 P. M., returning from Tamaqua at 7,25 A. M., and 1,45 and 4,15 P. M.
SCHUYLKILL AND SUBQUEHANNA RAILROAD.
Trains leave Auturn at 7,50 A. M. for Pinesrove and

SUBUYLKILL AND SUSQUEHANMA RAHIROAD.
Trains leave Abburn at 7.50 A. M. for Pinegrove and
Harrisburg, and at 1.50 P. M. for Pinegrove and Tromoni; returning from Harrisburg at 2.20 P. M. and from
Tremoni at 7.53 A. M. and 5.25 F. M.

THORETS.

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

The following tickets are obtainable only at the Office
of S. Bradford, Treasurer, No. 27 South Fourth street,
Philadelphia, or of G. A. Nicolis, General Superinsendout Readler.

ford, Treasurer, No. 221 South Fourth street its, or of G. A. Nicolls, General Superintend ent, Reading,

COMMUTATION TICKETS.

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

MILEAGE TICKETS. Good for 2.000 miles, between all points, at series each, for families and firms.

SEASON TIOKETS.

For three, six, nine or twelve months, for holders

SEASON TIOKETS.

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

OLIERGY MEN

Residing on the line of the Road will be farnished with cards, entitling themselves and wives to tickets at h. Care. EXCURSION TICKETS.

FREIGHT.

Goods of all descriptions forwarded to all the above points from the Company's New Freight Depot, Broad and Willow streets.

Freight Trains.

Leave Philadelphia daily at 5.30 A. M., 13.45 noon and 6 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and all points beyond.

Gloss at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the pring sipal Stations only at 3.15 P. M.

The Deposits of Physical Physics of the Pring sipal Stations only at 3.15 P. M.

PHNNSYLVANIA CENTRAL PHNNSYLVANIA CENTRAL RAILROAD.
WIN: ER ARRANGEMENT.
The trains of the Pennsylvania Central Railroad leave the Depot, at Thirty first and Market streets, which is reached directly by the caragif the Market street Passenger Railway. Those of the Chestant and Walnut Street Failway run within one some soft. 

MAIL TRAIN.

PAOLI ACCOM, NOS. 1 & 2.10.0 A. M.&IL.20 P. M.
FAST LINE & ERIE EXPRESS. at 12.00 M.
PARKSBURG TRAIN. at 1.00 P. M.
HARRISURG ACCOM. at 2.30 P. M.
LANCASTER ACCOM. at 4.00 P. M.
PILISBURGH & FRIE MAIL. at 9.00 P. M.
PHILADELPHIA EXPRESS. at 11.00 P. M.
Fittsburgh & Erie Mail leaves daily, except Saturday

day Philadelphia Express leaves daily. All other trains daily, eccept Sunday.

Passengers by MAIL TRAIN go to Williamsport without change of cars, and arrive at Lock Haven at 

For full particulars as to fare and accommodations, apply to FRANCIS FUNK, 127 Dock street.

PHILADELPHIA. GERMAN RAILS OF TOWN AND NORESTOWN RAILS OAD TIME TABLE.—On and after THUESDAY, November 1, 1868, until further notice.

Leave Philadelphia—6, 7, 8, 9, 10, 11, 12 A. M.; 1, 2, 2, 15, 38, 45, 58, 610, 78, 9, 10, 11, 12 P. M.

Leave Germantown—6, 7, 7%, 8, 820, 9, 10, 11, 12, A. M.; 1, 2, 34, 44, 6, 6%, 78, 9, 10, 11 P. M.

The 2D down train. and the 34 and 5% up trains will not stop on the Germantown Branch.

Leave Philadelphia—9, 15 minutes A. M.; 2, 7, and 10% P. M.

CHESTNUT-HILL RAIL ROAD.

Leave Philadelphia—6, 8, 10, 12, A. M.; 2, 3%, 5%, 7, 8 and 11 P. M.

Leave Chestnut-Hill—7, 10 minutes, 8, 9, 40, and 11, 40, A. M.; 1, 40, 8, 40, 5, 40, 6, 40, and not 10, 40 P. M.

Leave Philadelphia—9, 15 minutes A. M.; 3 and 7 P. M.

Leave Chestnut-Hill—7, 25 minutes A. M.; 3 and 7 P. M.

Leave Philadelphia—9.15 minutes: A. M.; 2 and 7 P. M.

Leave Chestnut Hill—7.55 minutes: A. M.; 12.40, 5.40, and 3.25 minutes P. M.

FOR CONSHOHOUREN AND NORRISTOWN.

Leave Philadelphia—6, 3.35, 11.05, A. M.; 1½, 3 ½5, 5%, 6.16, 8.05 and 1½ P. M.

Leave Rotristown—5.40, 7, 7.50, 9, 11 A. M.; 1½, 4½, 6½ and 8 P. M.

The 5½ P. M. train will stop at Falls, School Lane, Wissahickon, Manayunk, Spring Mills and Conshohocken enly.

ON SUN DAYS.

Leave Philadelphia—9 A. M.; 2½ and 6.45 P. M.

Leave Philadelphia—9 A. M.; 5½ and 8½ P. M.

Leave Philadelphia—6, 3.55, 11.05 A. M.; 1½, 3, 4½, 5½, 6.15, 8.05 and 1½ P. M.

Leave Manyunk—6, 10, 7½, 8.20, 9½, 11½ A. M.; 2, 5, 6% and 8½ P. M.

Leave Philadelphia—6, 3.55, 11.05 A. M.; 1½, 3, 4½, 5½, 6.15, 8.05 and 1½ P. M.

Leave Philadelphia—6, 3.55, 11.05 A. M.; 2, 5, 6% and 8½ P. M.

3% and 8% P. M.
ON SUNDAYS.
Leave Philadelphia—9 A. M., 2% and 6.45 P. M.,
Leave Manayouk—7% A. M., 5% and 9 P. M.
W. S. WILSON, General Superintendent,
not
Depot, Ninth and Green streets

Depot, Ninth and Green excessions.

THE FAVORITE STE IMBOAT
FORM A WARNER for Burlington.
and Bristol. Leaves Philadelphia, Chestnut strees,
wharf, at 2 P. M. Returning leaves Bristol at 7.10 A.
M. stopping each way at Riverton, Torresdale, Andalusia and Beverly, Fare, 25 cents. Excursions 60
cents. LOST OR MISLAID:

LOST OR MICLAID.—Scrip issued by the PEAN MUTUAL LIFE INSURANCE COMPANY of

OLIVES FARULES, CAPHER, 66. Chives Farules (Studied Chives), Neuparell; and Superfue Capers, and Transch Olives; fresh goods, landing ex Napoleon and Transch Olives; fresh goods, landing ex Napoleon IIII., from Havre, and fur labe by Job E. Busselles & OD. 106 South Delaware aversa.

WALNUTE AND ALMONDES. New grop establishments and Paper Bhell Almonds, for sale J. Busselles & OO. 106 S. Busselles & OO. 106 S.