TWO TRUTHS.

"Darling," he said, "I never meant
To hurt you," and his eyes were wet.
"I would not hurt you for the world;
Am I to blame if I forget?"

"Forgive my selfish tears!" she cried:
"Forgive! I knew that it was not
Because you meant to hurt me, sweet—
I knew it was that you forgot!"

But all the same, deep in her heart
Rankled the thought, and rankles yet—
When love is at its best, one loves
So much that he cannot forget.

THE CELIBACY OF WOMEN.

The conditions of life are more fatal to men than to women. Although the proportion of boys born in any civilized community is 104 or 105 to every 100 girls, a greater number of the latter survive to reach majority. In fact, in nearly all countries there is a surplus of women. In England there are 193 women to every 100 men, and in America the excess of women is fully 5 per cent, while in certain parts of the United States, such as Massachusetts, the emigration of young men has made a far greater disparity in the numbers of the sexes.

From the surplus of women there would naturally follow the enforced celibacy of the more unattractive of the sex. There are, however, other causes which also tend to produce the same result. Prominent among these is the lack of chastity among men. According to Mr. Greg, whose "Literary and Social Judgments" has recently attracted much attention, this latter cause is more powerful than all others in producing the celibacy of so large a number of English women. His remarks on this subject can be applied with equal truth to the condition of things in this country, and we, therefore, quote them, leaving the moral to be drawn by our readers. Mr. Greg remarks:

"Literally none among the middle and higher ranks were compelled to lead a life of stainless abstinence till married, and unless he married, we may be perfectly sure that every woman in these ranks would have to share or sustain such celibacy and such rationally eligible ones, that no one would remain single except those to whom nature dictated celibacy as a vocation, or those whose cold hearts, independent tempers, or indulgent selfishness, made them select it as a preferable and more luxurious career. Unhappily, as matters are managed now, thousands of men find it perfectly feasible to combine all the freedom, luxury and selfindulgence of a bachelor's career with the pleasure of female society and the enjoyment they seek for there. As long as this is so, so long, we fear, a very great proportion of the best women in the educated classes—women especially who have no dowry beyond their goodness and their beauty—will be doomed to remain involuntarily single. How this sore evil is to be remedied, we cannot undertake to say. When female emigration has done its work, and drained away the excess and the special obviousness of the redundance; when women have thus become far fewer in proportion, men will have to bid higher for the possession of them, and will find it necessary to make them wives, instead of mistresses. Again, when worthless appearances and weary gayeties and joyless luxuries shall have lost something of their fictitious fascination in women's eyes, in comparison with more solid and more enduring pleasures, they will be content with smaller worldly means in the men who ask their hands, and so may become less costly articles of furniture they will find more numerous and more eager purchasers. Ladies themselves are far freer guiltless in this matter, and, though this truth has been somewhat rudely told them lately, it is a truth, and it is one they would do well to lay to heart."

NEW YORK SHOP GIRLS.

A correspondent of the St. Louis *Globe*, writing from New York, thus describes the sufferings among the poorer classes:

Talking of shop girls, there are about thirty thousand poor girls and workingwomen out of employments. The suffering among the poorer classes is terrible. I have heard stories of distress—and I heard some of them on the very Thanksgiving Day when the reader sat probably before a magnificent turkey, rendered more palatable by a blazing, crackling fire—that made my heart ache. A lady connected with one of our many charitable institutions told me she visited a dungeon—it was called a basement—in the lower part of Mott street, and found a man, his wife, sold, without a ray of light, and the very air infest with noxious vapors. All there was in this hole was a log-sided table, a heaps of straw, that looked like muck, and a ramshackle kettle. A poor woman lay on the straw, quite unprotected from the cold and racked by pain, while her husband lay on the table, wasting away under a terrible fever that slowly but surely consumed him. It was night, and there was not even a candle in the room. Could pages of description add anything to the sorrows of this scene?

Another story which I heard seems scarcely less credible, but I know it to be true. A few days ago a poor but respectable-looking woman came to one of our missions of charity and begged for money. The matron had no money, and told her so. "O, for heaven's sake, do give me some money!" the poor woman cried. Moved by her earnestly, and her eyes were swimming with tears, the matron finally said, "My dear woman, I would gladly give you all the money I have, but, to tell you the truth, I have only two cents." "Oh! if you would only give me the two cents," the woman sobbed; "my poor child is dying, and if I have no candle at home I shan't ever see when it breathes its last."

The matron gave her the two cents, and the woman poured out a torrent of thanks. The next morning she came back, and her eyes welling with tears, she said: "O, how kind it was of you to give me the two cents. I bought a candle, and at 11 o'clock in the night my child died. I saw it expire, and it went out of the world so softly that I should not have known when it died if I had not had the candle." This story is true, and the city in which it occurred is where many a man says he must pinch himself at $10,000 a year, and where the mercenary spend enough in one night at Chanberlin's or Morrissey's gambling house to keep a poor family in Baxter street for a year.

CASHMERE SHAWLS.

"Camel's hair" shawls, as they are called, (on the principle, probably, of *lucus a non lucendo*, because there is no hair of the camel in them,) are made of the fine curled wool of the goats of Thibet and Cashmere. After being washed and dried it is carefully spun by hand, all hard and wiry twisting of the fibres being avoided. The wool is twice dyed—once before carding, and again after spinning. There are two very different methods of working the pattern in an India shawl—one by embroidering it in a kind of needlework upon the material, and the other by working it into the web during the process of weaving. The latter is much more elegant and expensive. To accomplish it a number of skewers are used, something in the form of those used for holding pieces of ivory, about the size of a common packing-needle. They are sharpened at both ends, and each skewer is covered with a different colored thread; these are then worked according to a set pattern, stitch by stitch, into the web as the weaving proceeds. As the process is very slow, no one person ever produces an entire shawl, the pattern being given out to the natives in patches or blocks, which are then, by a similar method, united in the common fabric. Of course but one surface of the product is presentable, the under side being a jumble of ends of threads without order or beauty. The cost of a really fine shawl on the spot where it is made ranges from $200 to $500, and some which are wrought for native princes are altogether too costly for export, being worth several thousand dollars.

MISS FAITHFULL ON "AMERICA."

A London correspondent states that Miss Emily Faithfull recently lectured on "America" at Westbourne hall before a large audience. "She spoke in her usual vigorous and straightforward way, and it was a lecture calculated to enlighten her hearers upon the political and social condition across the waters. The only two things which she saw in America which excelled her anticipations were Niagara Falls and Vassar college. Although not a teetotaller herself, she was much delighted by the fact that she never saw but three drunken men in America, and in spite of being a woman. She gave some account of an interview with Grant, in which the President seemed anxious that all women should have the right to work in any way, and just as hard as possible, but was not ready to concede them any other rights. Miss Faithfull has plainly not been impressed by the wisdom with which the transatlantic world is governed, and has returned with the confession that she prefers the nominal Queen of England to the potentate President of the United States. She thinks that the women in America are by no means so far advanced towards the suffrage as in this country. I have only space to note here the criticisms of Miss Faithfull, but must take care to say that her more numerous tributes to the character of the American people, to their intelligence, and their homes were cordial and eloquent."

The faith in lesson-books and readings is one of the superstitions of the age. Even as appliances to intellectual culture books are greatly overestimated. Something gathered from printed pages is supposed to enter into a course of education; but, if gathered by observation of life and nature, is supposed not thus to enter. Reading is seeing by proxy; is learning indirectly through another man's faculties, instead of directly through one's faculties; and such is the prevailing bias that the indirect learning is thought preferable to the direct learning, and usurps the name of cultivation.

When woman shall have learned that devotion to an idealized man is not her only object in life, she will have advanced a long stride toward the independence she has so often craved and never possessed. To make her existence so large that loving will not monopolize it, of the sweet which will grant that social equality which will make her less a plaything, and warrant her in demanding respect and affection.

A LOUISIANA turkey-cock, manifesting a desire to "eat," was recently placed upon thirty common hen eggs, and, strange as it may seem, the gobbler stuck to his nest with a constancy that might have shamed the females of his race. In due time the thirty eggs, every single one of them, hatched out, but the gobbler proved a poor nurse, for his efforts to lover them were so awkward that he killed nearly all of them.

The great worriers of life are the so-called "little things" which are from day to day unadjusted, till they fasten their victims like a net. The men who die of "overwork" are not so much destroyed by their great and useful labors as by the vexatious trifles which they accumulate, till they produce a condition of chronic fever and unrest.

A DASHING belle of Green Bay, Miss. a Miss Ruth Taylor, a few days since, was presented with a silk dress for her gallantry in taking hold of a spanner and helping to pull the engine into the fire. The firemen have had to add two hundred feet to the rope since then. All the girls want silk dresses.

There is nothing that will so disarm and depress certain sensitive natures as conscious inferiority of dress. Until a degree of familiarity with the world has been acquired, or until a man has learned that he has a certain place in it, his dress either holds him up in his own self-respect or compels him to assume self-contempt.

"Your future husband must be very exacting if he has been stipulating for all sorts of things," said a mother to a daughter who was on the point of being married. "Never mind, mamma," said the affectionate girl, who was already dressed for the wedding, "these are his last wishes."

AN OLD MAN in Illinois chewed tobacco sixty years, then took to hard drinking for twenty-five more, reads the paper by moonlight, walks four miles before breakfast for a drink, attends to the wants of his old and feeble grandchildren, and superintends the funerals of the entire neighborhood with energy and animation.

GROCERIES.

HALL & HUME,

DEALERS IN

FINE FAMILY GROCERIES,

807 Market Space,

Are receiving daily the Choicest GOODS in their line, suitable for the

HOLIDAY SEASON.

NEW RAISINS, NEW CURRANTS, NEW CITRON, FRESH FIGS, &c.
FRESH NUTS OF ALL KINDS.
MINCE MEAT.
NEW YORK GILT-EDGE BUTTER, PRIME NEW YORK BUCKWHEAT, FINEST SYRUPS, &c.
SAUCES, PICKLES, SPICES, CONDIMENTS, IMPORTED LUXURIES.

OUR STOCK OF

TEAS

IS UNUSUALLY LARGE AND COMPLETE

We call especial attention to a

Gunpowder Tea

just received.

THAN WHICH NOTHING FINER HAS EVER BEEN IMPORTED INTO THIS COUNTRY.

All the Leading Brands of—

CHAMPAGNES, CLARETS, SAUTERNES, HOCKS, SHERRIES, PORTS, BRANDY, JAMAICA RUM, SANTA CRUZ RUM, IRISH AND SCOTCH WHISKIES, IMPORTED ALES, IMPORTED STOUTS.

OUR POPULAR

Catawba Wine,

the pure juice of the grape, is unusually fruity and brilliant this season, and is sold at

80 PER GALLON.

OUR STOCK OF

FINE FAMILY GROCERIES

IS COMPLETE IN EVERY DEPARTMENT.

STEAM POWER

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LATEST IMPROVED COFFEE ROASTERS.

Choicest Coffees,

ROASTED FRESH EVERY DAY.

MOCHA, OLD GOVERNMENT JAVA, MARACAIBO, LAGUAYRA, PORTO RICO, RIO, &c., &c., &c.

FRESH STOCK.

We name in part—
CORN, TOMATOES, PEACHES, CHERRIES, PEARS, PINEAPPLES, QUINCES, PLUMS, STRAWBERRIES, RASPBERRIES, BLACKBERRIES, EGG PLUMS, &c., &c., &c., &c.

OLD STAG WHISKY.

This Whisky is distilled to our order and kept in bond for us until its age warrants us in offering it to the public for use, medicinal or social.

The increasing popularity with which it has been met since its introduction ten years ago, forbids any hesitation on our part in claiming for it a smoothness and flavor unsurpassed. Its purity we guarantee.

Our right and title to the exclusive use of this brand is on record at the United States Patent Office.

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The Richest Coffees,

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POWDERED	at	11¾ " "
CRUSHED	at	11¾ " "
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NEW CROP PRICE LIST.

OOLONG	50c., 75c.—Finest, 85c.	℔ ℔
GUNPOWDER, (green)	$1— " $1.25	" "
JAPAN, (uncolored)	75c.— " $1.00	" "
ENGLISH BREAKFAST, (ex-fine quality)	85c.	" "
IMPERIAL	65c., $1— " $1.25	" "
YOUNG HYSON	65c., $1— " $1.25	" "
MIXED GREEN AND BLACK	50c., 60c., 75c., $1, $1.15	" "

COFFEE.

Mocha, Java, Plantation, Maricaibo, Costa Rica, Rio.

5,000 LBS. BUCKWHEAT.

We have just received, per steamer from New York, the finest quality new crop BUCKWHEAT.

Fresh Importation.

FRENCH FRUITS, CANDIES, MUSHROOMS, SOUP BONES, TRUFFLES, CREPES IN OIL, OLIVES, CAPERS, FRENCH PICKLES, (new.) SUGAR WAFERS, CHOCOLATES, CANNED PEAS, ARTICHOKES, BEANS, SARDINES, &c., OLIVE OIL, WINDSOR MANOR PICKLES, PATE DE FOIE GRAS, SAUCES, (great variety.)

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NEAR ARLINGTON HOUSE.

JUST RECEIVED,

A large assortment of French Fruits, Chocolates, Candies, Canned Peas, Mushrooms, Artichokes, Asparagus, Beans, Truffles, Pate-de-foie-gras, Sardines, &c., Olives, Olive Oil, Caper, and other table Sauces.

FINE TEAS A SPECIALTY.

Pure Apple Cider,

New Buckwheat, Syrups, and a general assortment of Family Groceries constantly on hand.

As much of these goods were purchased for CASH during the late stringency in the money market, they can be sold below the regular prices. nov-tm

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CHOICE NEW YORK BUTTER.
PRIME NEW YORK BUCKWHEAT.
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GOODYEAR'S PRESERVED PEACHES AND JELLIES.
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Roasted and ground daily.

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632 Penn. avenue, near Seventh street.

Pure Cider Vinegar,

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A NEW LOT OF THE FINEST OOLONG TEA I HAVE EVER SEEN.

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1 prize of	$80,000	200 prizes of	$100
1 prize of	15,000	9 prizes of	1,000
1 prize of	10,000	9 prizes of	900
1 prize of	7,500	9 prizes of	800
4 prizes of	5,000	9 prizes of	700
4 prizes of	2,500	36 prizes of	200
20 prizes of	1,000	54 prizes of	150
20 prizes of	500	180 prizes of	100
20 prizes of	250	5,000 prizes of	10

Tickets, $10; Half Tickets, $5; Quarters, $2.50.

Our lotteries are chartered by the State, are always drawn at the time advertised, and all drawings are under the supervision of sworn commissioners.

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2 "	5,000 "	10,000
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20 "	1,000 "	20,000
40 "	500 "	20,000
100 "	200 "	20,000
200 "	100 "	20,000
626 "	50 "	31,300
1,000 "	10 "	10,000
1,124 "	5 "	5,620
36,150 "	2.50 "	91,125
40,000 Prizes		$450,000

The title to the above real estate is guaranteed perfect.

The liberal terms of this scheme brings it within the reach of all—the greatest opportunity ever offered for the acquisition of a fortune.

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The drawing will be made under the superintendence of responsible commissioners, appointed by officials in the State, duly sworn to the faithful performance of the duties assigned them.

The highest officials, both of city, county and State, have not only indorsed Mr. Abeles, but also his scheme.

The demand for tickets is unparalleled, and all desiring to participate in the drawing should at once form their clubs and send to their orders.

Agents wanted in all States, cities and towns in the United States and Canada.

Money should be sent by Registered Letter, Post Office Order or Express, with the full address of the purchaser in plain writing.

Every package of 11 tickets has a chance to win 11 prizes, but positively certain to win one, while one person out of every ten can be the purchaser of 11 and it is bound to win two prizes.

For further information and particulars send for circulars to the Manager and Proprietor, and address

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Assets.....$10,028,000.

United States Plate Glass Insurance Company,
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BUILDING MATERIALS.

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DEPOT CORNER SIXTH AND B STREETS.

Local trains for Alexandria leave as follows: 6.7, 8, 8.5, 9, 10 a. m., 12 noon, 1, 3, 4, 5, 5.5, 7, 9 p. m., and 7 a.m. to Alexandria daily; all others daily except Sunday.

Local trains leave Alexandria as follows: 6, 7, 8, 8.5, 10 and 11 a. m.; 12 m., 2, 3, 4, 4.5 and 7 p. m. 8 a. m. and 5 p. m. from Alexandria daily; all other trains daily, except Sunday.

Trains marked thus connect with trains on Washington and Ohio railroad.

QUANTICO accommodation leaves Washington 7.40 a. m. daily, except Sundays.

GREAT SOUTHERN EXPRESS, via Richmond, leaves Washington 11.55 p. m., daily, except Sundays.

Through tickets to all points South and Southwest for sale at the office, corner Sixth and Pennsylvania avenue, and Thirteenth and Pennsylvania avenue, where passengers can leave orders for baggage to be checked at all hotels and residences through to destination.

E. K. YOUNG,
jy28-tf General Passenger Agent.

WASHINGTON AND OHIO RAILROAD.

FALL ARRANGEMENT—TWO TRAINS DAILY (EXCEPT SUNDAY) BETWEEN WASHINGTON AND HAMILTON, BEGINNING AUGUST 25, 1873.

Leave Washington at 8 a. m. and 4 p. m., and Alexandria at 8.30 a. m. and 4.30 p. m. Pass Leesburg (going westward) at 11.25 a. m. and 8.25 p. m., and arrive at Hamilton at 11.45 a. m. and 8.45 p. m.

Leave Hamilton at 5.40 a. m. and 1 p. m. Pass Leesburg (going eastward) at 6 a. m. and 1.10 p. m., and arrive at Alexandria at 8.15 a. m. and 3.15 p. m., and at Washington at 8.30 a. m. and 3.30 p. m.

Passengers from Washington will take the Washington and Ohio cars at the Baltimore and Potomac railroad station at 7.20 a. m. and 3.20 p. m. and go through to Hamilton without change of cars.

The 8:45 a. m. train from Alexandria and 12:40 p. m. train from Hamilton connect at Hamilton with Kemp's daily line of coaches for Purcellville, Snickersville, Berryville and Winchester. Also, with stages for Middleburg, which leave Leesburg daily for Aldie and Middleburg.

Commutation tickets, three cents per mile.

Annual tickets, $60.

E. K. YOUNG,
au28-tf General Ticket Agent.

THROUGH LINE BETWEEN WASHINGTON, PHILADELPHIA AND NEW YORK.

WASHINGTON, November 3, 1873.

Trains between Washington and New York are now run as follows:

FOR NEW YORK, without change of cars.

Leave daily, except Sunday, at 3 a. m., and 1 and 9:30 p. m.

FOR PHILADELPHIA.

Leave daily, except Sunday, at 3 a. m., and 1, 5:45 and 9:30 p. m.

ON SUNDAY.

Leave for New York at 9:30 p. m., and Philadelphia at 5:45 and 9:30 p. m.

Sleeping cars for New York on 9:30 p. m. train only.

Through tickets to Philadelphia, New York or Boston can be had at the Station Office at all hours in the day; also, the Company's Office, 455 Pennsylvania avenue.

Passengers purchasing tickets at the avenue office can there arrange to have their baggage called for and checked at their residence, taken to the depot and put in the baggage car.

See Baltimore and Ohio railroad advertisement for schedule of trains between Washington, Baltimore, Annapolis and the West.

THOS. R. SHARP, Master of Transportation.
L. M. COLE, General Ticket Agent.
GEO. S. KOONTZ, Agent at Washington.
nov8

GREAT PENNSYLVANIA ROUTE TO THE NORTHWEST, SOUTH AND SOUTHWEST.

On and after November 3, 1873, trains will leave as follows:

Washington	8.25 a. m.	Baltimore	8.25 a. m.
"	11.30 a. m.	"	11.15 a. m.
"	9.30 p. m.	"	11.15 p. m.

THE GREAT DOUBLE-TRACK ROUTE,

With elegant Scenery, Palace State-room, day and night cars, with modern improvements.

Two hundred miles saved to Western and Central New York.

The 8 a. m. to Elmira daily, except Monday; the 11.30 a. m. daily, except Sunday, northwest; 9:30 p. m. daily, West.

MAKE CONNECTIONS

through from Washington to St. Louis, Chicago and Buffalo without change.

Tickets to this route can be procured at the office, corner of Sixth street and Pennsylvania avenue, and Thirteenth street and Pennsylvania avenue, where baggage checks can be obtained at all times.

Passengers procuring tickets at these offices can secure accommodations in Palace Cars for St. Louis, Chicago and Buffalo.

Corner Thirteenth st. and Penn. avenue,
Washington, D. C.

ED. S. YOUNG, General Passenger Agent.
Baltimore, Md.
dec2-ly

BALTIMORE AND POTOMAC RAILROAD DEPOT CORNER SIXTH AND B STREETS NORTHWEST.

After November 2, 1873, trains will run as follows: TRAINS LEAVE WASHINGTON FOR TRAINS LEAVE BALTIMORE:

4:10 a. m. Express Mail, daily, except Monday.	6:15 a. m. New York Express, daily, except Sunday.
5:05 a. m. Express, daily, except Sunday.	8:25 a. m. Accommodation, daily, except Sunday.
8:20 Daily, Accommodation.	8:35 a. m. Baltimore Express, except Sunday.
11:30 a. m. Fast Line West, daily, except Sunday.	10:35 a. m. Daily Fast Line West.
1:12 p. m. New York Express, except Sunday.	2:20 p. m. Accommodation, Southern Mail.
3:35 Baltimore Express, except Sunday.	3:13 p. m. New York Express, daily, except Sunday.
4:40 p. m. Express Accommodation, daily, except Sunday.	5:45 p. m. Baltimore Express, except Sunday.
6:40 p. m. Accommodation, except Sunday.	8:20 p. m. Daily, from Baltimore, daily, except Sunday, from West and North.
9:05 p. m. Daily New York Night Express.	11:00 p. m. Southern Express, except Sunday.
9:35 p. m. Pacific Express, daily.	11:35 p. m. New York Express, except Sunday.

Trains leaving Washington at 8:25 a. m., 1:15 and 9:30 p. m. connect at Bowie with trains for Marlboro', leaving Bowie at 10 a. m., 1:30 and 5:10 p. m., arriving at Marlboro' at 11:05 a. m., 5:45 and 6:30 p. m.

Trains arriving at Washington at 11 a. m., 3:40 and 9:30 p. m. connect at Bowie with trains leaving Marlboro' at 8:05 a. m., 3:00 and 5:30 p. m.

Passengers leaving Washington at Ticket Office, northwest corner Thirteenth and Pennsylvania avenue, northwest corner Sixth and Pennsylvania avenue, can have their baggage switched to their residence, or checked at hotels and residences to all points North and West. Through tickets to Cincinnati, Columbus, Indianapolis, Louisville, St. Louis, Pittsburg, Cleveland, Chicago, Omaha, San Francisco, and all points East, West, North and South.

JAS. L. KIDDER, Gen. Superintendent.
E. K. YOUNG, Gen. Passenger Agent.

PENNSYLVANIA AIR LINE TO BALTIMORE, PHILADELPHIA, NEW YORK, BOSTON AND ALL POINTS IN THE NEW ENGLAND STATES.

THROUGH BETWEEN WASHINGTON AND NEW YORK WITHOUT CHANGE OF CARS.

The equipment on this line is new and of the most approved pattern, viz:

PULLMAN PARLOR CARS ON DAY TRAINS.
PULLMAN PALACE SLEEPING CARS ON NIGHT TRAINS.

On and after SUNDAY, October 12, 1873, THREE TRAINS DAILY (EXCEPT SUNDAY) will be run over the Pennsylvania Air Line, leaving from and arriving at the depot of the Baltimore and Potomac railroad, northeast corner of Sixth and B streets, as follows:

Fast line, leave Washington at 8:05 a. m. daily, except Sunday.

Leave Baltimore at 9:37 a. m. daily, except Sunday.

Leave West Philadelphia at 1:15 p. m. daily, except Sunday.

Arrive at New York at 4:20 p. m. daily, except Sunday.

Richmond express, leave Washington at 1:15 p. m. daily, except Sunday.

Leave West Philadelphia at 2:54 p. m. daily, except Sunday.

Leave West Philadelphia at 6:40 p. m.

Arrive at New York at 10:10 p. m.

Night express, leave Washington at 9:00 p. m. daily.

Leave Baltimore at 10:00 p. m. daily.

Leave West Philadelphia at 2:50 a. m. daily.

Arrive at New York at 6:50 a. m. daily.

TRAINS RETURNING.

Fast line, leave New York at 9:30 a. m.

Arrive at Washington at 3:40 p. m.

Richmond express, leave New York at 2:05 p. m.

Arrive at Washington at 11:00 p. m.

Night express, leave New York at 8:55 p. m.

Arrive at Washington at 6:20 a. m.

Connections are made in New York with steamers on Sound, New York, New Haven and Hartford railroads, New York Central and Hudson River railroad, Erie railway, and steamers on Hudson river.

Fare as low as by any other route.

Baggage called for and checked at hotels and private residences on orders left at the following offices, where tickets and information can be obtained: Northeast corner of Fifteenth street and Pennsylvania avenue; northeast corner of Sixth street and Pennsylvania avenue; passenger station Baltimore and Potomac railroad, Sixth and B streets.

ED. S. YOUNG,
jy24-tf General Passenger Agent.

BALTIMORE AND OHIO RAILROAD.

On and after SUNDAY, November 2, 1873, trains will leave WASHINGTON CITY as follows, viz:

Baltimore and Way Points	5:00 a. m.
Baltimore and Way Points	6:40 a. m.
Cincinnati Express, via Metropolitan Railroad, daily	8:00 a. m.
Boston, New York and Philadelphia Express	8:00 a. m.
Baltimore and Way Points	9:35 a. m.
Baltimore Fast Express, without stops	9:45 a. m.
Baltimore and Way Points	12:00