Evening Telegraph

FRIDAY, DECEMBER 30, 1864.

THE JUDGES OF ENGLAND.

[Continued from [illegible]th Page.]

Justice of the Common Pleas. We have heard that he accepted this office with reluctance, although a peerage was placed, and still remains, at his disposal. The political arena was best suited to his tastes and habits. He thought, and [illegible] thought with him, that it was also best suited to his capacity; and the Government afterwards saw reason to regret that no arrangement was made for keeping him in the House of Commons, where, until Sir Roundell Palmer came to the rescue, they were weaker in lawyers than their opponents. On Mr. Cardwell's Indian motion in 1858, for example, Cockburn was the very man they wanted to make head against Sir Hugh Cairns; and there frequently recurred occasions when they required a bold, ready, confident speaker, who was not to be put down by clamor. But the change proved advantageous both to the public and the new chief justice, on the whole. He gave such general satisfaction in his judicial capacity, that when the chief justiceship of the Queen's Bench became vacant in 1859, he was raised to it with the entire approval of the profession. It was stated at the time, and [illegible] contradicted, that no one of his judgments, [illegible] his nearly three years' chief justiceship of [the C]ommon Pleas, was successfully impugned. [His] general administration of justice in the [more] extended and elevated sphere has proved [equ]ally satisfactory, although, among the vast variety of social and moral as well as judicial questions which come before the chief criminal and civil tribunal of these realms, it would be rash to say that he has never given cause for cavil. In the Cardigan and Calthorpe case he broke through the time-honored practice of the court never to grant a rule for a criminal information, unless the application for it was made at the earliest available period. The court is regarded as a court of honor for the purposes of this particular jurisdiction, and was wont to turn a deaf ear to halting and hesitating demands of satisfaction. The puisne judges were consequently against the granting of the rule, and only yielded from unwillingness to give public expression to a difference with their chief.

His reasons were generous and plausible, if unsound. His mind revolted at the notion of a statute of limitations for alleged grievances affecting military reputation. But, in reality, the principle and policy of that statute were especially in point. These were strikingly illustrated by Lord Plunkett:—"If Time carries a scythe in one hand with which he mows down the evidence of our rights, he carries an hourglass in the other with which he metes out those portions of duration which shall render that evidence no longer necessary." When Lord Cardigan's conduct at Balaklava was first discussed, the circumstances were fresh in the memory of the principal witnesses; they were, most of them, living in this country or accessible and ready to give evidence. After the lapse of six years some were dead, others were absent, and all might urge imperfect recollection, or unwillingness to reopen a disagreeable topic, as a ground for refusing to come forward; and it will be remembered that there is no mode of compelling any one to make an affidavit for or against either party. The deponents on both sides are volunteers. The rule must and would have been discharged on the ground of delay in the application, had there existed no other ground for discharging it; and we need hardly say that these twelve [illegible] hazarded without the smallest reference to the merits or demerits of the case.

We also venture, with all due humility, to submit that a dangerous and untenable doctrine was laid down in the *Saturday Review* libel case. It surely cannot be a libel by the law of England merely to attribute motives, when those motives are a declared inference, fair or unfair, from the proved or admitted facts!

One marked advantage of having an accomplished gentleman, who has won his spurs in Parliament, and can hold his own in the most cultivated circles, as President of a court, is that he can afford to unbend, to be on easy terms with the bar, and opportunely throw aside form. Thus Lord Mansfield, a nobleman's son, the friend of Pope, and the rival of Chatham, was the most affable of chief justices, and was "at home" every Sunday evening to a select circle of the bar, including several of the juniors. Lord Stowell used to say that dinners "inbricate" business; so, under due restraints, do familiarity and confidence between judges and counsel. We feel sure that the bland demeanor and considerate kindness of the three existing chiefs are productive of a large amount of unqualified good to litigants.

Let those whose personal reminiscences can go back far enough, compare Sir Alexander Cockburn with Chief Justice Abbot (Lord Tenterden) in this respect. "I do not like," said Curran, when master of the rolls, "to appear in the character of a drill-sergeant with my cane, rapping the knuckles of a private, when I become a colonel from the ranks." This is just what Lord Tenterden did like; and he was, to all intents and purposes, a colonel from the ranks. A junior must have been singularly devoid of sensitiveness who rose to address him without fear and trembling; and there was an applauding titter round the back benches when, on his harshly chiding a reference to "Justinian's Institutes," it was retorted, "Oh, my lord, I am quite aware that we have nothing to do with the civil law in this court." His partiality to an eminent leader (Scarlett) was so marked that, when the favorite sarcastically told Mr. Adolphus, "There is a difference between the practice here and at the Old Bailey," the telling reply was, "I know there is. There the judge rules the advocate; here the advocate rules the judge." He was habitually sharp with witnesses, and once told the Chairman of the East India Company, not recognizing him as he entered the box, and took the book to be sworn, to "hold up his head and speak out like a man." Mr. Townsend, his biographer, quotes another anecdote, which, whether literally correct or not, illustrates his inveterate habit of snubbing. The scene is a circuit dinner, with his lordship presiding. He asks a country magistrate if he will take venison. "Thank you, my lord; I am going to take boiled chicken." "That, sir, is no answer to my question. I ask you again if you will take venison, and I will trouble you to say *yes* or *no* without further prevarication."

These traits of character will presently be seen to have an important and immediate bearing on one [main] object of this article—the comparison of the present with the past; for Lord Tenterden was an excellent chief in what are commonly regarded as essentials, a classical scholar, and a well-intentioned, though narrow-minded man. Lord Brougham's elaborate and admirable portrait of him in "Historical Sketches" substantially confirms our estimate.

It was as a puisne judge that Lord Tenterden first acquired, or ripened and consummated, the reputation which led to the chief justiceship and the peerage; and it was as puisne judges that many first-rate lawyers who never rose higher, have earned lasting places in judicial history. "As Burke's name in the Senate," exclaims Mr. Townsend, "is the name of Buller in Westminster Hall." Not unworthy to be placed in the same category are the names of Le Blanc, Laurence, Bullock, Bayley, Dampier, Blackstone, Holroyd, Littledale, Patteson, Park (Lord Wensleydale,) Alderson, Maule, etc. etc. We must, therefore, not be suspected of undervaluing the weight and influence of their successors in the same rank now on the bench because space forbids an individual and detailed account or appreciation of them.

Mr. Justice Crompton won his way as a hard-working junior, and never aspired to silk. He had been a special pleader of no mean distinction, and while on the northern circuit was largely employed in commercial cases of importance. In addition to his repute as a good general lawyer, his authority stands deservedly high in those branches of law in which his forensic practice principally lay. His judgments are marked by clearness and candor; his demeanor is unassuming, and his address conciliating. Though an Englishman by birth, he was educated at Trinity College, Dublin.

Mr. Justice Blackman is probably the most deeply-read lawyer in his court; and he has thoroughly digested what he has read. He is also endowed with a strong logical faculty, intensely Scotch, which enables him to knit his premises and conclusions together with rare firmness and tenacity. Where he fails is in manner. There is not a particle of real arrogance or assumption in his character; and yet, not long ago, he managed to get into a very disagreeable difference with the sheriff and county magistrates at an assize town, and made the public think him wrong, when most probably he was substantially right. He was educated at Eton and Trinity College, Cambridge, where he took a degree in mathematics. His friends thought highly of him, and he was enrolled a member of the club or society called "The Apostles," which boasts of having worked wonders in the domains of thought and imagination. It may lay claim to a man of genius or two, and several men of talent, as having belonged to the fraternity, but as regards national thought or progress, its annals might be cut out of the intellectual history of England without being missed.

Mr. Justice Mellor is turning out a fair average judge, although he had no marked or recognized qualifications for the preferment. He was a sergeant-at-law in tolerable practice, a member of parliament, and highly respected by his friends. He is admitted to possess sense, patience, and impartiality.

Mr. Justice Shee, along with a fair reputation as a lawyer, brings elements of strength and confidence which are rarer and not less valuable—a manly independence of character, a solid and comprehensive understanding, a generous disposition, and commanding powers of expression to enforce the dictates of his reason and his heart. An Irishman, a Roman Catholic, and a member during a four years' session for the county of Kilkenny, he was exposed to more than ordinary temptation; but he never digressed into the by-paths of politics, nor ever compromised himself by the adoption of the untenable doctrines which his constituents would fain have forced on him. We believe that it was an entire mistake to suppose that his preferment was delayed on account of his religion.

The Chief Justice of the Common Pleas, Sir William Erle, is of good Dorsetshire family, the son of a clergyman. He was educated at Winchester and New College, Oxford. His entire career has been successful and irreproachable; but his best qualities are none of a showy quality. He is a good scholar, a good speaker, an excellent lawyer, an accomplished and agreeable gentleman; yet we should be puzzled to point to any particular occasion on which he came out in a manner to attract extraordinary attention or applause. His plainness of manner, also, and a slight touch of provincialism in his speech, are apt to hide the genuine refinement of his mind from those who do not know him well. When he first joined the Western Circuit, it partook a good deal of the nature of a pleasure party; and an amusing anecdote is told of his half serious remonstrance with Wilde (Lord Truro), who had no taste for the prolonged merriment of the mess table, for equestrian expeditions to the sea-coast.

"I tell you what it is, Wilde, till you came the circuit, we lived a tolerably idle life, like gentlemen; evening consultations were mere formal matters, very rapidly got over; and when we came into court in the morning, we were all pretty nearly on a par, so far as concerned intimate acquaintance with our briefs. Now, you have set the example of sitting up half the night poring over them; and the rest of us must do likewise to keep pace with you." Wilde also set the example of long speeches—a bad habit, which long survived him on the scene of his earliest forensic victories.

Erle was member for the city of Oxford from 1837 to 1841; but he made no attempt at parliamentary distinction; and when, in 1845, he was appointed to a puisne judgeship in the Common Pleas, he was so little appreciated that there appeared strong comments in the leading newspapers on the alleged injustice of preferring him to Mr. (afterwards Baron) Platt. He was removed to the Queen's Bench in 1846, and appointed to the dignity he now fills in 1859. He has every reason to congratulate himself on his colleagues, and, as regards authority on law questions, is thought to preside over the strongest of the common law courts.

Mr. Justice Vaughan Williams, especially strong in special pleading and real property law, would rarely be found wanting or tripping in any branch of English jurisprudence; and his whole soul is in the effective discharge of his duty. Unluckily, an incipient deafness threatens to impair his utility as a judge of assize; but (as in the case of the late Judge Patterson) the public, if they had a choice in the matter, would be extremely ill-advised not to put up with his infirmity.

Mr. Justice Willes was a pet protege of Lord Wensleydale, which is a sufficient guarantee for his legal acquirements, as well as a tolerably sure indication of his quality of mind. Admirable ingenuity, combined with an extreme fondness for technical distinctions and fine (not always obvious) analogies and trains of reasoning is his forte. He is consequently safer in double than in single harness, but a most valuable member of a court in all respects. He is by birth an Irishman, a native of Cork, and graduated at Trinity College, Dublin.

To come to the Exchequer. The chief baron, Sir Frederick Pollock, would hold a very high place among the intellectual notabilities of his time, even had he never adopted law as his profession. His mind is undoubtedly one of extraordinary grasp, vigor, and versatility; and if he had stuck to mathematics or mechanics, he might be now in the same category with the Herschels, Aireys, De Morgans, and Babbages. We allude not merely to the senior wranglership, which was his starting point, but to the manner in which he grapples with the scientific questions which come before him. "No man," writes Lord Brougham, "can doubt that a familiar acquaintance with mathematical principles, mathematical methods of demonstration, and the doctrines of mechanical and of chemical science, is of unspeakable importance to the practical lawyer." The chief baron's general acquirements, too, are varied and extensive, and his argumentative powers are of the highest order when he is sufficiently warmed and stimulated to put them forth. It must be admitted, however, that his mind is subject to fits of sluggishness, or demands intervals of repose; for his business at the bar was sometimes discharged in a perfunctory manner, and he is rather unduly prone to talk himself into the subject, as it were, by a running colloquy with counsel from the bench. As one example among many, we may refer to that which must be fresh in the memory of our readers, the argument in the Alexandria case, in which he maintained his ground against a formidable antagonist, Sir Roundell Palmer, without the semblance of an appeal for forbearance on the score of his elevated position or his age. His easy disposition, habitual good temper, and considerate kindness, are well known.

When a "fine old man" was mentioned in Swift's presence, he broke out angrily:—"There is no such thing; if his head or heart had been worth anything they would have worn him out long ago." Sir Frederick Pollock, born in 1783, must be admitted to form an exception to the rule. He was elected a member of the House of Commons in 1831, and was attorney-general in Sir Robert Peel's short administration of 1834. He came in again with his party in 1841, and was made chief baron in 1844. Although he never acquired fame as a parliamentary orator, he frequently spoke with effect, and his duties as law officer of the crown were discharged with ability and conscientiousness.

In the course of the self-same argument in the Alexandria case, to which allusion has been made, Sir Roundell Palmer, having to quote a Latin authority, sarcastically said that he would translate it "for the benefit of the court"—much as a young member fresh from college might offer to translate for the benefit of the country gentlemen. As the learned attorney-general could not mean this as a hit at the chief baron, it was thought to aim at the puisne barons, only one of whom (Baron Pigott) had enjoyed the advantage of a university education. Whether they were strong in Horace or Juvenal may be doubted, but we should give them credit for being able to construe the Latin of the law books; and, at all events, they possess between them most other judicial requisites.

Baron Bramwell showed by his judgment in this very case that he wielded a strong, broad intellect, well saturated with jurisprudential lore. His education was private; and he is one of the best specimens of the hard-headed, energetic man of business who has forced his way without much general cultivation or refinement.

Baron Channell (although not quite up to the mark on this occasion) is commonly distinguished by the neatness and lucidity with which he applies his abundant knowledge; the chief drawback being his frequent indecision.

Baron Martin (son-in-law of the chief baron) is at home in the learning of the reports, possesses an extraordinary familiarity with every branch of practice, knows more of the world than most of his colleagues, and is a quick-witted, hard-headed man to boot. His specialty is a sporting cause. Unluckily, or luckily, there are not enough of them to make it worth a judge's while to become a member of the Jockey Club, or a frequenter of Tattersall's. Lord Tenterden put a cruel damper on this sort of litigation (already discountenanced by Lord Ellenborough) by refusing to try an action for the amount of a wager upon a cockfight which had not come off. "We, my lord," said the counsel for the plaintiff (Brougham) "were minded that the dogs should fight." "Then I," replied the chief justice, "am minded to hear no more of it! Call the next case."

Baron Pigott has not been long enough upon the bench to justify an estimate of his judicial merits, and he was placed under a temporary disadvantage, from having been preferred to Mr. Justice Shee. So many average lawyers and advocates, of whom people thought little or not at all, have turned out well as judges, that we gladly refrain from anticipating [illegible]. He is a gentleman by birth, a graduate of the University of Oxford, had a fair practice, and was member for Reading.

Walk into a *nisi prius* court, and you will find it crowded with an eager audience, watching and criticizing every gesture of the counsel and judge. Walk into a court of equity, and nineteen times out of twenty, you will find no audience besides the solicitors and their clerks, with occasionally the parties to the suit. The public, therefore, neither have nor care to have a bodily image or impress of a lord justice, a vice-chancellor, or a master of the rolls, even when he bears the honored name of Romilly. At the first view, too, there seems no marked difference between them. They are all diligent, conscientious, pains-taking men, more or less learned, fully equal to their work—*fortemque Gyam fortemque Cloanthum*. But we cannot pass over the distinguished holder of the great seal, the Right Hon. Richard Bethell, Lord Westbury, who exercises, and is long likely to exercise, a predominant influence over the character and prospects of the profession. He is not only the grand dispenser of its honors, but he is a law reformer, fearless, enlightened, and far-seeing, who has done more to accelerate its purification and remove its practical abuses than any man living except Lord Brougham. He gave the first impulse to the slowly reviving inns of court; and it is not his fault that any one may still obtain the degree of barrister, with its rank and privileges, without any examination as to educational fitness, or any positive and satisfactory test of conduct and character.

Richard Bethell is a native of Wilts, and the son of a physician. He was admitted of Wadham College, Oxford, in 1814, and took a "double first" in 1818. He resided in the university as private tutor till he obtained a fellowship; soon after which, having already entered at the Middle Temple, he began in earnest the study of the law. He was called to the bar in 1823, and received a silk gown in 1840. His superiority, when his pretensions had been fully tested, was so manifest as to prove in some sense a disadvantage to him. He had too much of his own way, especially in the court of the Vice-Chancellor Shadwell, in which his chief practice lay for a period. This judge's bearing towards him was doubtless a good deal owing to the assistance derived from his arguments; but still it was a subject of complaint amongst his competitors, and calculated to act injuriously on the very object of favor. In the other courts, including the highest, in the House of Commons, and even in the House of Lords, the most august assembly in the land, the habit of undervaluing or domineering over opponents clung to him.

[Conclusion to-morrow.]

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1864. ARRANGEMENTS OF NEW YORK LINES. 1864.

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WALTER FREEMAN, Freight Agent,
No. 203 S. Delaware avenue, Philadelphia.
GEO. B. RAYMOND, Freight Agent,
Ja5 tf Pier No. 1 North River, New York.

WEST JERSEY RAILROAD LINES—New Arrangement.—On and after TUESDAY, November 1, 1864, trains will leave from Walnut Street Pier as follows:—

For Cape May and all places south of Millville at 9 A. M. and 3 P. M.

For Millville, Bridgeton, Salem, and all intermediate places south of Glassboro at 9 A. M. and 3 P. M.

For Glassboro at 9 A. M., 12 M., and 3 P. M.

For Woodbury, Gloucester, &c., at 9 A. M., 12 M., 3 and 6 P. M.

RETURNING.

Leave Cape May at 6 A. M. and 11 45 A. M.
" Millville at 8 10 A. M. and 2 P. M.
" Bridgeton at 7 10 A. M., 2 10 P. M.
" Salem at 7 A. M., and 2 P. M.
" Woodbury at 7, 8 47, and 9 47 A. M., and 4 45 P. M., and 8 10 P. M. to Camden only.

THE WEST JERSEY EXPRESS COMPANY

Will attend to all the usual branches of Express business, receive, deliver, and forward through other responsible Express Companies to all parts of the country any article entrusted to them. A Special Messenger accompanies each through train.

J. VAN RENSSELAER, Superintendent.
Philadelphia, November 1, 1864. [11-1]

NORTH PENNSYLVANIA RAILROAD.—FOR BETHLEHEM, DOYLESTOWN, EASTON, MAUCH CHUNK, HAZLETON, WILKESBARRE, WILLIAMSPORT.

FALL ARRANGEMENTS.

On and after MONDAY, November 14, 1864, Passenger Trains will leave the NEW DEPOT, THIRD Street, above Thompson, Philadelphia, daily (Sundays excepted), as follows:—

At 7 30 A. M. (Express) for Bethlehem, Allentown, Mauch Chunk, Wilkesbarre, Williamsport.

At 9 [illegible] A. M. (Accommodation) for Doylestown.

At 1 15 P. M. (Accommodation) for Fort Washington.

At 3 [illegible] P. M. (Express) for Bethlehem, Easton, &c. This train reaches Easton at 6 [illegible] P. M., and makes close connection with the New Jersey Central for New York.

At 4 15 P. M. (Mail) for Doylestown.

At 5 15 P. M. (Accommodation) for Bethlehem, Allentown, and Mauch Chunk.

6 15 P. M. (Accommodation) for Lansdale.

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

TRAINS FOR PHILADELPHIA

Leave Bethlehem at 6 30 and [illegible] A. M., and 4 15 P. M.
Doylestown at 6 30 A. M., and 2 45 P. M.
Lansdale at 6 10 A. M.
Fort Washington at 2 [illegible] P. M.

ON SUNDAYS.

Philadelphia for Doylestown at 9 30 A. M. and 4 [illegible] P. M.
Doylestown for Philadelphia at 7 A. M. and 2 P. M.

Hillman's Baggage Express will call for and deliver baggage at the depot. Orders may be left at No. 113 S. THIRD Street.

9-19 ELLIS CLARK, Agent.

PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD.

TIME TABLE.

On and after MONDAY, May 16, 1864, until further notice.

FOR GERMANTOWN.

Leave Philadelphia 6, 7, 8, 9, 10, 11, 12 A. M.; 1, 2, 3 10, 3 ½, 4, 5, 5 ½, 6, 7, 8, 9, 10, 11, 12 P. M.

Leave Germantown, 6, 7, 7 30, 8, 8 20, 9, 10, 11, 12 A. M. 1, 2, 3, 4, 4 ½, 5, 6, 6 ½, 7, 8, 9, 10, 11, and 12 P. M.

The [illegible] down, and the 3 ½ and 5 ½ trains up, do not stop on the Germantown Branch.

CHESNUT HILL RAILROAD.

Leave Philadelphia, 6, 8, 10, 12 A. M.; 2, 3 ½, 5 ½, 7, 9 and 11 P. M.

Leave Chesnut Hill, 7 10, 8, 9 40, 11 40 A. M.; 1 40, 3 40, 5 40, 6 40, 8 10, and 10 40 P. M.

FOR CONSHOHOCKEN AND NORRISTOWN.

Leave Philadelphia, 6, 8 35, 11 05 A. M., 1 ½, 3, 4 ½, 5 ½, 6 ¼, 8 05, and 11 ½ P. M.

Leave Norristown, 5 ½, 7, 7 50, 9 and 11 A. M.; 1 ½, 4 ½, 6 ¼, and 9 P. M.

The [illegible] train up will stop at Wissahickon, Manayunk and Conshohocken only.

FOR MANAYUNK.

Leave Philadelphia, 6, 8 35, 11 05 A. M., 1 ½, 3, 4 ½, 5 ½, 6 ¼, 8 05 and 11 ½ P. M.

Leave Manayunk, 6 ½, 7 ½, 8 20, 9 ½, 11 ½ A. M., 2, 5, 7, and 8 ½ P. M.

H. K. SMITH, General Superintendent,
my31 Depot, NINTH and GREEN Streets.

READING RAILROAD.

GREAT TRUNK LINE

FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE SCHUYLKILL, SUSQUEHANNA, CUMBERLAND, AND WYOMING VALLEY,

AND

NORTH, NORTHWEST, AND THE CANADAS.

PASSENGER TRAINS

Leave the Company's Depot, at THIRTEENTH and CALLOWHILL Streets, Philadelphia, at the following hours:—

MORNING MAIL.

At 8 00 A. M., for Reading, Lebanon, Ephrata, Lititz, Columbia, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Allentown, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, &c.

This train connects at READING with East Pennsylvania Railroad trains for Allentown, &c., the Reading and Columbia Railroad for Ephrata, Lititz, and Columbia, and with the Lebanon Valley train for Harrisburg, &c.; at PORT CLINTON with Catawissa Railroad trains for Wilkesbarre, Williamsport, Lock Haven, Elmira, &c.; at HARRISBURG with "Northern Central," "Cumberland Valley," and "Schuylkill and Susquehanna" trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, &c.

AFTERNOON EXPRESS

Leaves Philadelphia at 3 30 P. M. for Reading, Pottsville, Pinegrove, Harrisburg, &c., connecting at Harrisburg with Pennsylvania Central trains for Pittsburg, &c., Northern Central Railroad trains for Sunbury, Northumberland, Elmira, &c., and at Port Clinton with Catawissa Railroad trains for Milton, Williamsport, Elmira, Buffalo, &c.

READING ACCOMMODATION.

Leaves Reading at 6 30 A. M., stopping at all way stations, arriving in Philadelphia at 9 35 A. M.

Returning, leaves Philadelphia at 4 30 P. M.; arrives in Reading at 7 [illegible] P. M.

Trains for Philadelphia leave Harrisburg at 8 00 A. M., and Pottsville at 8 35 A. M., arriving in Philadelphia at 1 00 P. M. Afternoon trains leave Harrisburg at 1 45 P. M., Pottsville at 2 30 P. M., arriving in Philadelphia at 7 P. M.

Market trains, with a passenger car attached, leave Philadelphia at 1 P. M., for Reading and all way stations; leave Reading at 12, noon, and Downingtown at 12 30 P. M., for Philadelphia and all way stations.

All the above trains run daily, Sundays excepted.

Sunday trains leave Pottsville at 7 30 A. M., and Philadelphia at 3 15 P. M.

CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 8 00 A. M. and 4 30 P. M. trains from Philadelphia, returning from Downingtown at 7 00 A. M., and 12 30 noon.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

Leaves New York at 9 A. M., and 7 P. M., passing Reading at 12 midnight and 1 52 P. M., and connecting at Harrisburg with Pennsylvania Railroad Express trains for Pittsburg, Chicago, and the West.

Returning Express train leaves Harrisburg on arrival of the Pennsylvania Express from Pittsburg at 3 00 and 5 00 A. M., passing Reading at 4 49 and 10 20 A. M., and arriving at New York at 10 A. M. and 4 40 P. M. Sleeping Cars accompany these trains through, between Jersey City and Pittsburg, without change.

Mail train for New York leaves Harrisburg at 1 45 P. M. Mail train for Harrisburg leaves New York at 12 M.

SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsville at 7 15 A. M., and 3 30 P. M., returning from Tuscarora at 8 10 A. M. and 4 35 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILROAD.

Trains leave Auburn at 3 45 A. M., for Pinegrove and Harrisburg, and at 1 50 P. M. for Pinegrove only; returning from Harrisburg at 1 30 P. M., and from Pinegrove at 7 45 A. M., and 5 P. M.

TICKETS.

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

The following tickets are obtainable only at the office of S. BRADFORD, Treasurer, No. 227 S. FOURTH Street, Philadelphia, or of G. A. NICOLLS, General Superintendent, Reading:—

COMMUTATION TICKETS,

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

MILEAGE TICKETS,

Good for 2000 miles, between all points, at $37 50 each, for families and firms.

SEASON TICKETS,

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

CLERGYMEN

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

EXCURSION TICKETS

From Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fare, to be had only at the Ticket Office, at THIRTEENTH and CALLOWHILL Streets.

FREIGHT.

Goods of all descriptions forwarded to all the above points, from the Company's new freight depot, BROAD and WILLOW Streets.

FREIGHT TRAINS

Leave Philadelphia daily at 5 A. M., 1 P. M., and 6 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and points beyond.

MAILS

Close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 2 15 P. M.

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD, OPEN TO OXFORD—SPRING ARRANGEMENT.

On and after FRIDAY, April 1, 1864, the trains will leave as follows:—

LEAVE EASTWARD. STATIONS.	A. M.	P. M.	LEAVE WESTWARD. STATIONS.	A. M.	P. M.
Oxford	6 20	2 25	Philadelphia	8 00	4 30
West Grove	6 57	3 59	West Chester	7 45	4 45
Avondale	7 05	4 01	W. C. Junction	9 08	5 41
Kennett	7 23	4 17	Concord	9 23	5 56
Chadd's Ford	7 42	4 41	Chadd's Ford	9 41	6 14
Concord	8 00	5 00	Kennett	10 05	6 37
W. C. Junction	8 15	5 15	Avondale	10 21	6 54
Philadelphia	9 29	6 26	West Grove	10 29	7 02
West Chester	9 30	6 10	Oxford	10 56	7 35

Passenger Depot in Philadelphia has been changed from Eighteenth and Market streets, to THIRTY-FIRST and MARKET Streets, West Philadelphia. Market Street Passenger Railway Cars convey Passengers to and from the Depot.

Passengers go through without change of cars.

Ja4 HENRY WOOD, Superintendent.

1864. PHILADELPHIA AND ERIE RAILROAD. 1864.

This great line traverses the Northern and Northwest counties of Pennsylvania to the city of Erie on Lake Erie.

It has been leased by the PENNSYLVANIA RAILROAD COMPANY, and under their auspices is being rapidly opened throughout its entire length.

It is now in use for Passenger and Freight business from Harrisburg to Emporium, (195 miles), on the Eastern Division, and from Sheffield to Erie (78 miles), on the Western Division.

TIME OF PASSENGER TRAINS AT PHILADELPHIA.

Mail Train leaves.......... 8 00 A. M.
Express Train leaves.......... 10 30 P. M.

Cars run through WITHOUT CHANGE both ways on these trains between Philadelphia and Lock Haven, and between Baltimore and Lock Haven.

Elegant Sleeping Cars on the Express Train both ways.

For information respecting Passenger business, apply at the S. E. corner of ELEVENTH and MARKET Streets.

And for Freight business of the Company's Agents:—

S. B. Kingston, Jr., corner SIXTEENTH and MARKET streets, Philadelphia.

J. W. Reynolds, Erie.

J. M. Drill, Agent, N. C. R., Baltimore.

H. HOUSTON,
General Freight Agent, Philadelphia.
LEWIS L. HOUPT,
General Ticket Agent, Philadelphia.
JOSEPH D. POTTS,
Ja4-1t General Manager, Williamsport.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.

TIME TABLE.

Commencing MONDAY, December 12, 1864. Trains will leave Depot, corner BROAD Street and WASHINGTON Avenue, as follows:—

Express Train at 4 05 A. M. (Mondays excepted) for Baltimore and Washington, stopping at Wilmington, Perryville, Havre de Grace, Aberdeen, Perryman's, and Magnolia.

Way Mail Train at 8 15 A. M. (Sundays excepted) for Baltimore, stopping at all regular stations, connecting with Delaware Railroad at Wilmington for Milford, Salisbury, and intermediate stations.

Express Train at 1 15 P. M. (Sundays excepted) for Baltimore and Washington, stopping at Chester, Wilmington, Elkton, Perryville, and Havre de Grace.

Express Train at 3 30 P. M. (Sundays excepted) for Baltimore and Washington, stopping at Wilmington, Newark, Elkton, North East, Perryville, Havre de Grace, Perryman's, and Magnolia.

Night Express at 11 15 P. M. for Baltimore and Washington, stopping at Chester (only to take Baltimore and Washington passengers), Wilmington, Newark, Elkton, North East, Perryville, and Havre de Grace.

Passengers for Fortress Monroe will take the 8 15 A. M. Train.

ACCOMMODATION TRAINS

Stopping at all stations between Philadelphia and Wilmington.

Leave Philadelphia at 11 A. M., 4, 5 30 and 10 P. M. The 4 P. M. Train connects with Delaware Railroad for Milford and intermediate stations.

Leave Wilmington at 7 15 and 8 40 A. M., 2 30, and 6 30 P. M.

THROUGH TRAINS FROM BALTIMORE

Leave Wilmington at 12 M., 4 [illegible], 9 [illegible], and 9 [illegible] P. M.

CHESTER FOR PHILADELPHIA.

Leave Chester at 8 [illegible], 10 11 A. M., 12 [illegible], 3 [illegible], 4 54, 7 20 and 9 [illegible] P. M.

SUNDAY TRAINS.

Express Train at 4 05 A. M. for Baltimore and Washington, stopping at Wilmington, Perryville, Havre de Grace, Aberdeen, Perryman's and Magnolia.

Night Express at 11 15 P. M. for Baltimore and Washington, stopping at Chester (for Baltimore and Washington passengers), Wilmington, Newark, Elkton, North East, Perryville, and Havre de Grace.

Accommodation Train at 10 P. M. for Wilmington and Way Stations.

BALTIMORE FOR PHILADELPHIA.

Leave Baltimore at 9 25 P. M., stopping at Havre de Grace, Perryville, and Wilmington. Also stops at Elkton and Newark (to take passengers for Philadelphia and leave passengers from Washington or Baltimore), and Chester to leave passengers from Baltimore or Washington.

Leave Wilmington for Philadelphia at 6 30 P. M.

FROM BALTIMORE TO PHILADELPHIA.

Leave Baltimore 8 25 A. M., Way Mail; 1 10 P. M., Express; 4 25 P. M., Way Train; 6 25 P. M., Express; 9 25 P. M., Express.

TRAINS FOR BALTIMORE

Leave Chester at 8 [illegible] A. M., 1 [illegible] and 11 [illegible] P. M.

Leave Wilmington at 5 [illegible], 9 40 A. M., 2 [illegible], 4 [illegible] and 12 35 P. M.

Freight Train with Passenger Car attached will leave Wilmington for Perryville and intermediate stations at 7 55 P. M.

12-20 H. F. KENNEY, Superintendent.

CHANGE OF TIME.—

THE PENNSYLVANIA CENTRAL RAILROAD. TEN DAILY TRAINS! PHILADELPHIA TO PITTSBURG—355 MILES!

The Ticket Office of the PENNSYLVANIA CENTRAL RAILROAD is now located at the New Passenger Depot of the Company, THIRTIETH and MARKET Streets, PHILADELPHIA.

THE PHILADELPHIA EXPRESS leaves daily. THE ERIE MAIL leaves daily except Saturday. All other trains leave daily, except Sunday.

On and after MONDAY, December 26, 1864, trains will leave Philadelphia as follows:—

8·00 A. M.

MAIL TRAIN, with the following connections:—Arrive at WEST CHESTER INTERSECTION 9 05 A. M., and connect with West Chester Railroad, arriving at West Chester 9 30 A. M. At DOWNINGTOWN 9 35 A. M., connecting with train for Waynesburg, and reaching there 11 10 A. M. At COLUMBIA 11 30 A. M., connecting with Northern Central Railroad, and reaching York at 2 30 P. M., Hanover Junction 3 30 P. M., Hanover 4 45 P. M., and Gettysburg 6 15 P. M. Also, with train on Reading and Columbia Railroad, leaving at 2 00 P. M. Arrives at HARRISBURG 1 30 P. M., connecting with Northern Central trains North, thus:—Leave Harrisburg 1 45 P. M., arrive at Sunbury 4 20 P. M., Milton 5 08 P. M., Williamsport 6 12 P. M., Lock Haven 7 50 P. M. [Passengers for Elmira, Rochester, Canandaigua, Niagara Falls, &c., reach Elmira at 10 45 P. M., and Buffalo at 6 15 A. M.] [Passengers for Danville, Rupert, Bloomsburg, Berwick, Beech Haven, Shickshinny, Plymouth, Kingston, Wyoming, Pittston and Scranton, take the Lackawanna and Bloomsburg trains at Northumberland.] At HARRISBURG, for points South on Northern Central Railway, leave at 1 50 P. M., arrive York 2 57 P. M., Hanover Junction 3 30 P. M., Hanover 4 55 P. M., and Gettysburg 6 15 P. M. At HARRISBURG, for points in Cumberland Valley, leaving at 1 40 P. M., arrive Carlisle 2 58 P. M., Chambersburg 4 35 P. M., and Hagerstown 6 15 P. M. At TYRONE 6 35 P. M., connecting with Bald Eagle Valley Train, leaving at 7 20 P. M., and arriving at Bellefonte at 9 00 P. M. At ALTOONA 7 40 P. M., connecting with Branch train for Hollidaysburg, reaching there 8 35 P. M. At CRESSON 8 26 P. M., connecting with Branch train for Ebensburg, arriving there 9 40 P. M. At PITTSBURG 1 30 A. M., and there connecting for all points West, Northwest, and Southwest.

10·00 A. M.

PAOLI ACCOMMODATION, No. 1, arriving at Paoli at 11 05 A. M.

12·00 M.

FAST LINE connects at LANDISVILLE 2 40 P. M., with train on Reading and Columbia Railroad, arriving at Lititz 3 10 P. M., Ephrata 3 33 P. M., and Reading at 4 35 P. M. At HARRISBURG, with an Accommodation Train on Northern Central Railway, for Sunbury and intermediate points, reaching Sunbury at 6 50 P. M. At HARRISBURG with train on Cumberland Valley for Carlisle, arriving there at 6 15 P. M. Arrives at Pittsburg 1 30 A. M., and there makes close connection for all Western points.

1·10 P. M.

PARKESBURG ACCOMMODATION, arrives at Parkesburg at 3 55 P. M., stopping at intermediate stations.

2·30 P. M.

HARRISBURG ACCOMMODATION, makes connection at Downington at 4 [illegible] P. M., with train on Waynesburg Branch, leaving at 4 30 P. M., and arriving at Waynesburg at 6 00 P. M. At COLUMBIA, at 6 25 P. M., with Northern Central Railway for York, leaving Wrightsville 7 00 P. M., and arriving at York 7 40 P. M. Arrives at Harrisburg at 7 45 P. M.

4·00 P. M.

EMIGRANT ACCOMMODATION, from No. 137 Dock street, daily, except Sunday.—Arrives at Harrisburg, 4 05 A. M.; Mifflin, 7 47 A. M.; Altoona, 2 30 P. M.; and Pittsburg, 11 00 P. M. The cars are comfortable, and emigrants or families going West, will find the rates low, and have their baggage, for which checks are given, forwarded by the same train. For further particulars apply to FRANCIS FUNK, Emigrant Agent, No. 137 Dock street. Between Harrisburg and Pittsburg a first class car is attached to this train for local travel.

4·40 P. M.

LANCASTER ACCOMMODATION, reaches Lancaster at 7 29 P. M., and Columbia at 8 10 P. M.

5·30 P. M.

PAOLI ACCOMMODATION, No. 2, reaches Paoli at 6 30 P. M.

8·30 P. M.

PITTSBURG AND ERIE MAIL, with the following connections:—Arrive—Harrisburg, 1 00 A. M.; Sunbury, 4 15 A. M.; Northumberland, 4 21 A. M.; Milton, 4 53 A. M.; Williamsport, 6 05 A. M.; Lock Haven, 7 25 A. M.; Emporium, 11 06 P. M.; St Mary's, 12 05 P. M.; Corry, 4 38 P. M.; and Erie, 6 30 P. M. [At Corry close connection is made with Oil Creek R. R., for Titusville and Shaffer, the present terminus of the Road, thence by Stage to Oil City and Franklin.] [Passengers for Danville, Rupert, Bloomsburg, Berwick, Beech Haven, Shickshinny, Plymouth, Kingston, Wyoming, Pittston and Scranton, take the Lackawanna and Bloomsburg trains at Northumberland.] [Passengers for Elmira, Rochester, Canandaigua, Niagara Falls, etc., reach Elmira at 11 25 A. M., and Buffalo at 9 20 P. M.] At HARRISBURG, with Northern Central Railway, for the South, leaving at 2 50 A. M.; arrives York, 4 10 A. M.; Hanover Junction, 4 40 A. M.; leaves Hanover Junction 9 50 A. M.; arrives Hanover, 11 06 A. M., and Gettysburg, 1 25 P. M. At HUNTINGDON, 5 31 A. M., with train on Broad Top R. R., arriving Hopewell —— A. M., Mt. Dallas, —— A. M., and connecting thence by Stage for Bedford. At TYRONE, 8 29 A. M., connecting with train on Bald Eagle Valley Road, leaving Tyrone at 8 50 A. M., arrive Bellefonte, 11 13 A. M. and Howard, 12 20 P. M. Leaving Tyrone on Clearfield R. R. at 8 55 A. M., and arriving Phillipsburg, 12 00 A. M. At CRESSON, 8 13 A. M., connecting with branch train for Ebensburg, and arriving there, 12 27 P. M. At BLAIRSVILLE INTERSECTION, 10 26 A. M., connecting with branch train which arrives, Blairsville, 10 40 A. M., and Indiana 12 10 P. M. [This train also connects at Blairsville with West Pennsylvania R. R., arriving Saltsburg, 11 45 A. M.] Arrives PITTSBURG at 1 00 P. M., and connects for all points West.

11·10 P. M.

PHILADELPHIA EXPRESS, stops only at Downingtown, Lancaster, Harrisburg, Marysville, Newport, Mifflin, Lewistown, Huntingdon, Altoona, Gallitzin, and Conemaugh. At HUNTINGDON, with Broad Top R. R., leaving there at 8 00 A. M., and arriving at Dudley —— A. M., Mt. Dallas —— A. M., and thence by stage to Bedford. At ALTOONA at 7 20 A. M., connection is made with train for Hollidaysburg, reaching there at 9 35 A. M., and thence by hack to Bedford. Arrives at Pittsburg, 2 40 P. M., making close connection with through trains on all the diverging roads from that point North to the Lakes, West to the Mississippi and the Missouri rivers, and South and Southwest to all points accessible by railroad.

For further information, apply at the Passenger Station, corner of THIRTIETH and MARKET Streets, Phila.

JOHN F. VANLEER, Jr., Ticket Agent.

NEW RAILROAD LINE NORTH, PHILADELPHIA TO BROOKLYN, THROUGH IN FIVE HOURS. FARE $2.

EXCURSION TICKETS $3, GOOD FOR THREE DAYS.

On and after MONDAY, August 1, 1864, trains will leave foot of VINE Street, Philadelphia, every morning at 8 A. M. (Sundays excepted), thence by the Camden and Atlantic and Raritan and Delaware Bay Railroads to Port Monmouth, and by the commodious steamer Jesse Hoyt, to foot of Atlantic street, Brooklyn; returning, leave Atlantic Street Wharf every day (Sundays excepted), at 11 A. M.

Travelers to the city of New York are notified not to apply for passage by this line, the State of New Jersey having granted to the Camden and Amboy monopoly the exclusive privilege of carrying passengers and freight between the cities of Philadelphia and New York. 7y29-tf

W. F. GRIFFITTS, General Superintendent.