

San Francisco in 1849.

Mr. Stephen Masset, now in California, whose nom de plume is Colonel James Pipes of Pipesville, writes to a San Francisco journal a letter contrasting San Francisco as it is now with what it was twenty-two years since.

"San Francisco was then, in the month of April, 1849, a city of tents, including about two wooden houses—the Parker House and Sherman & Rucker's store. It reminded me very much of the battle-ground of Bosworth Field, only more so.

"I had just six Mexican dollars in my pocket when I landed, and being very hungry I turned into a restaurant on Portsmouth Square, and called for two eggs, coffee, and bread, and I think I turned livid with pain and horror when the man demanded for my breakfast five dollars.

"I had made several thousand dollars out of one solitary hen—an eggcellent investment, as he said; but that had not much to do with my penurious condition, but even since then I have had the habit of going to bed with my pocket full of money.

"The Flathead and other Indian tribes of Montana threaten an outbreak. They have been attacked with a small-pox.

"An exchange queries whether a young lady of eighteen springs ought not to have a fine waterfall.

"A salt spring has been discovered in Summit county, Colorado, which is said to yield one thousand barrels of saline water a day.

"Central Illinois is parched up by the continued droughts. The farmers were busy digging for water, but with little success.

"John D. Drake, of the Tremont House, in Chicago, takes the place of General Blair as Pacific Railroad Commissioner.

"Adrian College, in Michigan, is said to be prospering. But what of a college in a State which has such a noble university?

"Green Bay, Wisconsin, is putting down the Nicolson pavilion, and building a court house, to cost \$50,000.

"A fair for the benefit of the widows and orphans of soldiers is being organized in Chicago.

"The dram shops of St. Louis received over \$100,000 in September, according to their own returns.

"Carl Benson, in an excellent pamphlet on 'The Interference Theory of Government,' aptly denounces prohibitory liquor laws as 'aquarian legislation.'

"A society for the educational advancement of the freedmen has been formed in Zanesville, Ohio, by the negroes.

"The Chicago Republican of the 23d devotes three columns to proceedings of Councils. Chicago must need a vast amount of governing.

"Pole-pockets were troublesome at the recent wedding of General Forsyth and a daughter of ex-Governor Dennison, in Columbus, Ohio.

"The Countess Paula von Kollontz, late lady-in-waiting to the Empress Carlotta, is about to publish a work entitled 'The Court of Mexico.'

"The polygraph manuscript, one of La Fontaine's fables, 'Le Haire et les Plaidiers,' was lately sold in France for one hundred and fifty francs.

"Mr. Whyte Melville's novel of 'White Rose,' which has been one of the features of the Fortnightly Review, is about to be published in three volumes.

"Mr. Swinburne's forthcoming volume, 'William Blake, Artist and Poet,' will contain many illustrations in color, from original drawings painted by Blake and his wife.

MISCELLANEOUS ITEMS.

"The walnut and hickory-nut crop is very abundant this season in Ohio.

"Judy has discovered that the height of the season is never in the depth of winter.

"Mr. Wilkie Collins is writing a new serial for All the Year Round.

"Mr. James Hannay is about to become the editor of one of the many English magazines.

"The author of 'Margaret and Her Bride-maids' is about to publish a new novel entitled 'Three Wives.'

"Mr. T. W. Robertson, the dramatist, has produced a new play, 'For Love,' which is not considered a success.

"Mr. Charles Darwin will shortly publish a volume upon 'The Variation of Animals and Plants under Domestication.'

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SHIPPING.

STEAM TO LIVERPOOL—CALLING AT QUEENSTOWN.—The Inman Line, sailing weekly, carrying the United States Mail.

By the mail steamers sailing every Saturday. Payable in Gold. Payable in Currency.

THE PHILADELPHIA AND NORFOLK STEAMSHIP LINE. PANAMA REGULAR SEMI-MONTHLY LINE.

NEW ORLEANS, LA. VIA HAVANA. STEAM TO LONDON.—The Inman Line, sailing weekly, carrying the United States Mail.

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RAILROAD LINES.

READING RAILROAD. GREAT TRUNK LINE. FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA.

At 7:30 A. M. From Philadelphia to Reading, Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad (to Columbia, etc.).

At 8:30 A. M. From Reading, Lebanon, Harrisburg, Pottsville, Elmira, Rochester, Niagara Falls, Buffalo, Detroit, Whitehall, Plattsburgh, etc.

At 9:30 A. M. From Philadelphia to Reading, Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad (to Columbia, etc.).

At 10:30 A. M. From Philadelphia to Reading, Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad (to Columbia, etc.).

At 11:30 A. M. From Philadelphia to Reading, Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad (to Columbia, etc.).

At 12:30 P. M. From Philadelphia to Reading, Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad (to Columbia, etc.).

At 1:30 P. M. From Philadelphia to Reading, Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad (to Columbia, etc.).

At 2:30 P. M. From Philadelphia to Reading, Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad (to Columbia, etc.).

At 3:30 P. M. From Philadelphia to Reading, Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad (to Columbia, etc.).

At 4:30 P. M. From Philadelphia to Reading, Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad (to Columbia, etc.).

At 5:30 P. M. From Philadelphia to Reading, Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad (to Columbia, etc.).

At 6:30 P. M. From Philadelphia to Reading, Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad (to Columbia, etc.).

At 7:30 P. M. From Philadelphia to Reading, Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad (to Columbia, etc.).

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RAILROAD LINES.

NORTH PENNSYLVANIA RAILROAD.—THE MIDDLE ROUTE.—Shortest and most direct route to Bethlehem, Allentown, Mauch Chunk, Pottsville, etc.

At 7:30 A. M. From Philadelphia to Bethlehem, Allentown, Mauch Chunk, Pottsville, etc.

At 8:30 A. M. From Philadelphia to Bethlehem, Allentown, Mauch Chunk, Pottsville, etc.

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RAILROAD LINES.

WEST CHESTER AND PHILADELPHIA RAILROAD VIA MEDIA. WINTER ARRANGEMENTS.

On and after MONDAY, December 7, 1887, trains will leave Depot, THIRTY-FIRST and CHESTNUT streets, West Philadelphia, as follows:

Leave Philadelphia at 7:45 A. M., and going west to West Chester at 9:30 A. M., and going east to Philadelphia at 11:30 A. M.

Leave West Chester for Philadelphia, from Depot at West Chester at 7:45 A. M., and going west to Philadelphia at 9:30 A. M.

Leave Philadelphia at 1:30 P. M., and going west to West Chester at 3:15 P. M., and going east to Philadelphia at 5:00 P. M.

Leave West Chester for Philadelphia, from Depot at West Chester at 1:30 P. M., and going west to Philadelphia at 3:15 P. M.

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