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THE DAILY EVENING TELEGRAPH-PHILADELPHIA, FRIDAY, NOVEMBER 1, 1857.

San Francisco in 1849.

Mr. Stephen Massett, now in California, whose nom de plume is Colonel Jeemes Pipes of Pipes ville, writes to a San Francisco journal a letter contrasting San Francisco as it is now. what it was twenty-two years since. Of this

what it was twenty-two years since. Of this city in 1849 he says:-"San Francisco was then, in the month of April, 1849, a city of tents, including about two wooden houses-the Parker House and Sherman & Ruckel's store. It reminded me very much of the battle-ground of Bosworth Field, only more so. I had just survey dollars in my more so. I had just six Mexican dollars in my turned into a restaurant on Portsmouth Square, and called for two eggs, collee, and bread, and I think I turned livid with pain and horror when the man demanded exactly six dollars fo my meal. He had made several thousand dol iny ment. He had made several thousand dol-lars out of one solitary hen—an ergs collent in-vestment, as he said; but that had not much to do with my penuless condition, but ever since then I have bud the highest respect for a "good fat hen." The Plaza at that time was the resort of everybody. Monigomery street was only about one hundred rards long, hemmed in by sand hils, and covered all over with tents. "Lumber was \$500,000 a fool, and your for

sand hills, and covered all over with tents. "Lumber was \$550,000 a fool, and very few people could afford to bay it or build, although everybedy scemed full of money. The excite-ment that prevailed was something featful to contemplate. If you acked a man who he was, he'd answor, "A thousand dollars;" if you said to another, 'How's your health?" and he began to tell you, you'd either think he was a maniac or immediately 'out," not having time to listen. "The waters of the bay came up to my back The waters of the bay came up to my back window, and the city was seemingly composed of nothing but sand, dust, rickety shantles, and a million tents; and when the rain came, when i up to your middle in water and slush! How anybody existed in those days seems to me a mys-tery. But everybody was folly, happy, and prosperous. Everything cost about \$100 aplect 58 varn lots could be bodget for about \$10. I bought a lot on Rincon Point for \$50, that sold six mouths after for \$250,000, and everybody was satisfied with the purchase. Everybody knew everybody. You shook hands with any-body and everybody every hour of the day. You asked a man what o'clock it was, and he snid, 'A 50-vara lot,' or some made equally un-intelligible reply. Fires occurred every other day, and the whole city, consisting of mud, sand, dust, lots, and shantnes, was burnt up. It was rebuilt immediately, and people rather seemed to like the fun. Men never despaired. They would lose every cent they had in the world, and m two days be righer than Rothschild. Auctioneers sprung up like mushroons, child. Adectoreers spring up like mashroons, and everybody sold everybody. How the 'red figgs' futtered in the breeze! Jones, Tyler, Kendig, Wainwright, Tom Poulterer, Backus; Bleecker, Van Dyke, and Belden; Spear and the immortal J. O. Eldridge! where are ye all gone to, and what are you going to do when you get

Queer Similes.

The Pall Mail Gazette calls attention to some odd idioms in the speech of the common people of England:--"A countryman, giving evidence be ore a magistrate the other day, spoke of a man in a state of exhaustion as being 'as faint as beans,' a novel illustration, and one that sounds odd (beaus being generally regarded as a fortifying aliment), until we remember that the intensely sweet smell of their blossoms is said to have a bad effect on those who fall asleep under its influence. And this suggests the ques-tion, what may be the origin of many of the similitudes we hear in common talk, and how did they possibly find the way to general acceptance? Many of them seem to have been con-structed in defiance of rather than according to the homeopathic rule of similia similins. 'Fine as fivepence' we may suppose to date from a time when some now obsolete coin of that value was issued brand new from the mint; but it is not easy to imagine how ninepence should have ever become a type of rectinude, any more than 1 o'clock or a trivet. How mad is a hatter, or how grave is a mustard-pot, that they should be made bases of comparison? Is a roach more healthy than any other fish, that it is selected as the standard of soundness? "Considering that a tree (as far as we know) never makes any fatile attempt at moving at all

it surely has a right to resent being compared with a lame man. Why 'as slow as a top,' which sometimes spins so fast one cannot see it ? and what is the meaning of 'as fast as hops?' If it alludes to the vine, however rapidly it may

MISCELLANEOUS ITEMS.

abundant this season in Ohio.

-Judy has discovered that the height of the enson 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 Bridesmaids" is about to publish a new novel enti-tied "Three Wives."

-Mr. T. W. Robertson, the dramatist, has produced a new play, For Love, which is not onsidered a success.

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

-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, Golorado, which is said to yield one thousand barrels of saline water a day.

-Central Illinois is parched up by the coutinued 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 i

-Green Bay, Wisconsin, is putting down the Nicolson pavement, 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 dubs prohibitory liquor laws "aquarian legislation.

-A society for the educational advancement of the freedmen has been formed in Zaues-

ville, Ohio, by the negroes.

-The Chicago Republican of the 23d devotes thirteen columns to proceedings of Councils. Chicago must need a vast amount of governipg.

-Pickpockets were troublesome at the re cent wedding of General Forsyth and a daughter of ex-Governor Dennison, in Columbus, Ohio.

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

-The polograph manuscript, one of La Fon-taine's fables, "L'Huitre et les Plaideures," 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 con-tain a number of illustrations in colors, from original drawings painted by Blake and his wite.

-The Christmas number of All the Year Round, which is to be ready two weeks in alvance of its date in England, will not be the mere patchwork of former years, but the ex-clusive writing of two hands-Mr. Wilkie Collins and Mr. Dickens himself.

SHIPPING

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ng for their friends. For further information apply at the Company's offices, JULIN G. DALE, Agent, No. 15 BROADWAY, N. Y. 874 or No. 41 CHESNUT St., Philadeiphia.

THE PHILADERPHIA AND SOUTHERN MAIL STEAMSN(P C)M FANY'S REGULAR SEMI-MONTHLY FOR NEW ORDEANS, LA., VIA HAVANA,

JUNIATA, 125 Ions, Captain P. F. Hoxie STAR OF THE UNION, 1075 Ions, Capt. T. N. Cooksey, The THE STAL OF THE UNION will leave for New Orleans on Saturday, November 2, at 8 o'clock A. M., from Pier 18, South Wharyes, The JUNIATA will leave New Orleans for this for November 2.

The JUNIATA will find the data of the second second

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 The steamship WYOMING will leave for the above port on Saturday. November 2, at 8 o'chock A.
 M., from Pier 18 South Wharves.
 Through passage tokots sold, and freight taken for all points in connection with the Georgia Central Ball cond. William L. JAMES, General Agent, CHAS, E. DILKES, Freight Agent. No. 314 S. Delaware avenue.
 Agents at Savaonah, Hunter & Gammell 4 13

THE PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COM-PANY'S REGULAR SEMI-MONTHLY LIFE, FOR WILMINGTON, N. C. The steamship PIONEER, Si2 tons, Captain J. Bea-bett, will leave for the above port on Thursday October 31, at 5 o'clock P, M., from Pier 18 South Wharves. Hills of lading signed at through and reduced rates to all principal points in North Carolina. Agents at Wilmington, Worth & Daniel. WILLIAM I. JAMES, General Agent, CHAS, E, DILKES, Freight Agent,

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PASSAGE TO AND FROM GREAT BRITAIN AND IRELAND BY STEAMSHIP AND SAILING PACKET, ORAFTSAVAILABLETHROUGHOUT ENGLASS.

RAILROAD LINES.

R E A D IN G R AILR O A D. GREAT TRUNK LINE DROM PHULADELPHIA TO THE INTERIOR OF PENNSVLVANIA, THE SCHUYLKILL, SUS-QUEHANNA CUMBERLAND, AND WYOMING VALLEYS, THE NOBTH, NORTHWEST, AND THE CANALAS, THI THE CANALAS, FALL ARRANGEMENT OF PASSENGER TRAINS MONDAY, September 20, 1867, Leaving the Compnoy's Depct, at THIETTENTH and CALLOWHILL Streets, Fhiladelphia, at the fol-lowing hours.

and CALLOW HILL Streets, Fulladelphia, at the following hours: MORNING ACCOMMODATION,
 At 730 A. M., for Reading and Intermediate stations, Tearing a sease Reading at 630 P. M., ariticing in the sease stating at 630 P. M., ariticing in the sease stating at 630 P. M., ariticing in the sease stating at 630 P. M., ariticing in the sease stating at 630 P. M., ariticing in the sease stating at 630 P. M., ariticing in the sease stating at 630 P. M., ariticing in the sease stating at 630 P. M., ariticing in the sease stating at 630 P. M., ariticing in the sease stating at 630 P. M., ariticing in the sease stating at 630 P. M., ariticing in the sease stating at 630 P. M., ariticing in the sease stating at 630 P. M., ariticing in the sease stating at 630 P. M. Stating at 640 P. M. Statin

and Schuyfkill and Sosquehama izdas for North-sub-triand. Willamsport, York, Giambersburg, Phygrove, etc.
 AFTERNOON EXPERS3
 Leaves Philadelphia at 230 P. M., for Reading. Potts-ville, Harrisburg, etc., connecting with Reading and coumbin kalinead trains for Columbia, etc. FO TWFOWN ACCOMMODATION
 Leaves Potiadowa at 8 of A. M., stopping at Inter-mediate startions; arrives in Philadelphia at 800 A. M. Deuruch g, leaves Philadelphia at 505 P. M., arrives in Potistown at Study. M.
 READING ACCOMMODATION
 Leaves Reading at 7.9 A. M., stopping at all way informating at 7.9 A. M., stopping at all way informating at 7.9 A. M., stopping at all way informating at 7.9 A. M., stopping at all way informating the philadelphia at 500 P. M.; arrives in Reading at 7.9 A. M., stopping at all way informating the stopping at 500 P. M.; arrives in Reading at 7.9 A. M., arriving at 810 A. M. and Public at 840 A. M.; arriving at 810 A. M. and Public at 840 A. M.; arriving the Philadel-phia at 100 P. M., Afternoon trains leave Harrisburg at 200 P. M.; Afternoon trains leave Harrisburg at 500 P.

dephia at evo P. M. HARRISBURG ACCOMMODATION. Leaves Bending at 715 A. M. and Harrisburg at 916 P. M. Consecting at Royding with Affersoon Acco-modation south at 636 P. M., arriving in Philadelphia

motation south at 6 30 P. M., arriving in Philadelphia attrino P. M. Market train, with possewger, car attached, leaves Philadelphia at 12 45 noon for Poinsville and all way instons. Leaves Potteville at 700 A. M. for Painavel. phila and all way stations. All the above trains run daily. Sundays accepted. Sunday trains leave Potteville at 900 A. M., and Philadelphia at 215 P. M. Leave Pailadelphia for Buoldelphia at 215 P. M. Leave Pailadelphia for Buoldelphia at 215 P. M. Leave Pailadelphia for Philadelphia at 200 A. M. returning from Reading at 225 P. M. CHESTER VALLEY BAILBOAD.

P. M. CHESTER VALLEY RAILROAD. Passengers for Downingtown and intermediate points take the 7:30 A. M., and 5:00 P. M. trains from Philadeinnia, returning from Downingtown at 6:10,A. M. and 1:5a P. M.

A Beddielenen at 6 15 P. M., and arrive in Philadelphia at 8 60 P. M. Frem Doylestown at 825 A. M., 810 P. M., and 7 0 P. M. From Lansdate at 7 35 A. M. From Fort Washington at 1450 A. M. and 355 P. M. ON SUNDAYS. Philadelphia for Beddlehem at 930 A. M. Philadelphia for Doylestown at 246 P. M. Doylestown to Philadelphia at 739 A. M. Bethlehem to Philadelphia at 739 A. M. Fith and Sixth Streets Passenger cars convey pas-sengers to and from the new dept. White cars of Second and Third Streets line and Union line run within a short distance of the Dept. Tickets must be procured at the Ticket Unios in order to secure the lowest raise of fare. ELL's CLARK, Agent. Tickets and and Raggage checked through to prin-cipal points at Mann's North Pennsylvania Baggage Express Office, No. 105 S. Fifth street. Philadelphia, returning from Downingtown at 640, A, M. and 160 P. M. NEW YORK EXPRESS FOR PITTSBURG AND THE WEST Leaves New York at 9 A. M. and 5 and 8 P. M., passing Reading at 100 A. M. and 160 and 1606 P. M., and comveting at 100 A. M. and 160 and 1606 P. M., nud comveting at 100 A. M. and 160 and 1606 P. M., nucleon Central Indiroad express trains for Pitzs-burg, Chicago, Whilamsbori, Elmira, Batthnore, etc. Returning, express train leaves Harrisourg on arri-val of the Peunsylvania express from Pitzsburg, at 3 and 555 A. M. and 5 P. M., passing Reading at 440 and 1930 A. M., and 420 and 1140 P. M. and a serving in New York at 1940 A. M. and 440 and 520 P. M. Sleep-ing cars accompany these trains through between Jersey City and Pitzsburg, without change. A mait train for New York leaves Harrisburg at 210 P. M. Mad train for Harrisburg leaves New York at 12 M.

SCHUYLEILL VALLEY RAUROAD. SCHUYLEILL VALLEY RAUROAD. Trains leave Pottaville at 7 and 1120 A. M., and 740 P. M., returning from Tamaqua at 725 A. M., and 140 and 445 P. M.

And 413 P. M. SCHUYLKILL AND SUSQUEHANNA RAIL-ROAD. Trains leave Auburn at 7:50 A. M. for Pinegrove and Harrisburg, and 1:50 P. M. for Pinegrove and Harrisburg, and 1:50 P. M. for Pinegrove and Tremonk returning from Harrisburg at 5:50 P. M., and from Tremons at 7:55 A. M. and 0:25 P. M. Titcugh first-class tickets and emigrant lickets to a the principal points in the North and West and Clauda.

Through first-class tickets and emigrant fickets to a the principal points in the North and West and Crunda. Factsion lickets from Philadelphis to Reading and intermediate stations, good for one day only, are sold by Morning Accommodation, Market train, kending and Pottstown Accommodation trains, at reduced rates. Excursion tickets to Philadelphis, good only for one day, are sold at Reading and Inter-mediate stations, by Reading and Pottstown Ac-commodation trains, at reduced rates. The Rilowing lickets are obtainable only at the office of a BRADFORD, Trensurer, No. 227 South FOURTH Street, Philadelphis, or of G. A. NICOLLS, General St. earling lickets are obtainable only at the office of a BRADFORD, Trensurer, No. 227 South FOURTH Street, Philadelphis, or of G. A. NICOLLS, General St. earling lickets are obtainable only at the office of a BRADFORD, TRENSURE (or families and firms, MILLEAGE TICKETS, Good for 296 miles between and points desired, for families and firms, SEASON TICKETS, For three, six, nume, or twelve months, for holders only, to all points, at reduced rates, only, to all points, at reduced rates, EXENT CLERGYMEN Resulting the asselves and wires to tickets at malf fare, EXCATREION TICKETS From Philadelphis, to principal stations, good for

grow, its speed cannot be quite than of an ex-press train; if to jumping on one leg, we all know that even in a short distance race the olds are rather in favor of two legs. It was good commendation to say, what is now out of fashion, that any one behaved like a man of wax,' if that meant of fine growth; a trump, too, is intelligible, but who can conceive it flattering to be likened to a brick? As metaphorical comparisons give an opportunity of showing some vit and humor, it is rather surprising that none of our punsters and riddle-makers should have taken up the manufacture. It is a good opening for a young man in the funny line."

Curious Facts in the Election Returns. On the vote for Governor, at the late election. counties there was a tie vote-Hardin and Van Wirt.

The remaining counties were equally divided, forty-three for Thorman, and forty-three for Hayes,

Judge Thurman carried the county of High-land by four votes, and General Hayes carried Washington by the same number. Hayes car-ried Knox county by three voice; Thurman, Madison by eighteen.

Madison by eighteen. With these exceptions Judge Thurman car-ried bis counties by majorities ranging from 152 in Stark, and 208 in Scioto, the lowest, to 2605 in Franklin, and 2366 in Monroe, the highest

majority be received in any two counties. General Hayes carried Paulding by 95 majo-rity, and Gallia by 99. Ashtabula by 3484, Lorain by 2288, the lowest and largest majorities. The twelve counties of the Western Reserve give Haves a majority of 19,961, rather less than the proportionate majority it used to give against General Jackson during his administration .--

Columbus (Ohio) Statesman.

ENGINEERING IN FRANCE .- Immense works have just been begun in the south of France for rendering the Rhone navigable from Arles to the sea. First of all large sand banks, which stretch over a distance of more than three miles, and now permanently block up the river, have to be removed. Then the Canal St. Louis must be carried along about two miles further, a lock erected at its mouth, while a basin and port have to be constructed at other points. The cost of this undertaking is stated at eight millions of francs. In the same province they had also begun draining the marshes and improving the state of the Camargue-a sort of island formed by the two branches of the Rhone-when the cholera breaking out amongst the workmen, they were dispersed.

CAMBRIDGE UNIVERSITY.—An undergraduate of Cambridge informs the Pall Mail Gazette that the Whewell Hostel at Trinity College is rapidly approaching completion. The fine new chapel of St. John's Colleg- will be opened at some time during the May term. The first University select preacher is Rev. J. R. Woodford, M. A., of Pembroke College. Some vexed questions will probably be settled the ensuing term. It is likely that less composition in verse will be hereafter required in the Classical Tripos, and that magnetism and electricity will be added to the list of subjects for the Mathematical Tripos. The ladies are warned of a little unfriendly legislation The correspondent says :- "As to the lames, they have, since the restoration of St. Mary's, had the best seats in the church, and both M. A.'s and persons in statu pupillari are often very much put about for room; a syndicate has reported somewhat unfriendly as to the ladies, and for the future it is proposed to give them a different set of seats, so that those for whom the service is especially intended will not be the last persons considered." Very ungallant, but very reasonable !

-A statue was recently raised to the memory of Camoens at Lisbon with great pomp and ceremony. Where, asks an Euglish paragraphist, is the tercentenary statue of our great poet ? and where, by the way, the £1800 subscribed by the members of the committee so unfairly overthrown ? The same question, as regards sundry sums of money, apply equally well to a number of monumental projects in this country, and the answer would probably be the same-none at all.

-Messrs. Adam and Charles Black, of Edinburgh, announce a Roxburgh edition of the Waverly Novels, to be completed in forty-eight columes, each of which will contain two steel englavings, and between thirty and forty woodcuts, the total number of the latter in the series being sixteen hundred and fifty, drawn by some of the best artists, and including the objects of an antiquarian kind collected by Scott at Abbotsford, to illustrate the historical events and personages of his works.

-Mr. W. W. Skeat is about to edit, for the Early English Text Society, an Alliterative Romance of Alexander, the existence of which was first pointed out by Sir F. Madden, in a note to Warton's "History of English Poetry," and which he believed was written by the poet William, who translated and shortened French romance of "Guillaume de Palerne," edited by Sir F. Madden for the Roxburge Club, under the title of "William and the Werwolf." Mr. Skeat likewise inclines to this belief, saying that it would puzzle any one to get more Werwolf phrases into a page. He will soon include this Alexander Romance in his edition of "William of Palerne" for the Extra Series of the society in question. The manuscript which he proposes to print, and which is now in the Bodleian Library, belongs to about the middle of the fifteenth century, a century or so later than the composition of the poem, which is unfortunately incomplete. Mr. Skeat will also reddit for the same printing olub Sir F. Madden's "Havelok the Dane."

-The prospectus of the projected Chaucer Society, which is in a fair way of formation in England, has been issued by Mr. Frederick J. Furnivall, who states that one of its objects i to let the lovers and students of this "Mornin; star of English song" see how far the best un printed manuscripts of his works differ from the printed texts. It will deal with the works of no other man, except so far as may be found necessary for the illustration of Chaucer, and will dissolve as soon as all the good manuscripts of his works, and all matter wanted for their illustration, are in type. It is proposed to begin with "The Canterbury Tales," and to give, in parallel columns, six of the best unprinted manuscripts known, which will probably be the Landsdowne in the British Museum, the best Ashburnham or Sloans, the Ellesmere, the Heugurt, and the two best at Oxford and Cambridge. If three hundred subscribers shall join the Society, six of the next best manuscripts will be issued in another quarto. The Society will begin its work on the 1st of January, 1868, the yearly subscription being two guineas. Professor Child, of Harvard, has given fifty pounds to start the merprise.

A BRIDGE PROJECT .- A Naples paper says there is talk of building a bridge from Cape Guaziri, in Sicily, to Cape Pizzo, in Calabria. An English engineer, after careful study, has declared that it can be done.

IRELAND, SCOTLAND, AND WALES.

For particulars apply to TAPSCOTTS, BROTHERS & CG, No. 20 SOUTH Street, and No. 20 BROADWAY 11 Or to THOS. T. SEARLE, NO. 207 WALNUT

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Thinking at 2 o'clock P. M. The Steamers of this line are now plying regularly setween this port and Halimore, leaving the second wharf below Arch atreet daily at 2 o'clock P. M. Sundays excepted). Carrying all description of Freight as low as any other line.

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FOR NEW YORK, VIA DELA ware and Karltan Canal. Express Steamboat Company Steam Propellers leave Dally from first wharf below Market street through in twenty-four hours. Goods forwarded to all points. North, East, and West, free of commission.

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FOR NEW YORK.-SWIFT SURE Transportation Company De ware and Karltan Count Swiftsmere Lines, via Dela ware and Karltan Count, on and after the 15th of March, leaving dathy at12 M, and 6 P. M., connecting with all Northern and Eastern lines. For freight, which will be taken on accommodating FOR NEW YORK.-SWIFT

erms, apply to WILLIAM M. BAIRD & CO., No. 132 S. DELAWARE Avenue. 3.18

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cards entitling the asselves and wives to the set at nall fare. EXCURSION TICKETS From Philadelph's to principal stations, good for saturday, Sunday, and Monday, at reduced fare, to be had only at the Ticket Office, at THERTEENTH and CALLOWHILL Streeds. EREIGHT. Goods of all descriptions forwarded to all the above points from the Company's Freight Depot, EHOAD and WILLOW Streets. FREIGHT TRAINS Leave Philadelphin doub at 530 A. M. 1945 noon, and o P. M., for Reading, bebanon, Harrisburg, Potts-ville, Port Cinton, and al. points forward. Mar ILS Close at the Philadelphia Post Office for all places on the road and its branch m at 5 A. M., and for the principal stations only at 25 M. A. B. LIGHAD DENNSYLVANIA CONTRAL R ILROAD

WINTER TIME, TAKING EFFECT OCT. 15, 1887. WINTER TIME, TAKING EFFECT OCT. 13, 1867, The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET streets, which is reached d rectly by the Market Street cars, the last car connecting with each train leaving Front and Market streets thirty minutes be-fore in departure. The Chesnol and Wainut Streets cars run within one square of the Depot. On sundays—The Market Street cars leave Front and Market Streets thirty-five minutes before the imparture of each train. Sleeping Car Trekets can be h 4 on application at the Tecket office, N, W, cor, Ninth and Caesnut streets, and at the Depot.

and at the Depot. Agents of the Union Transfer C mpany will call for and cellver baggage at the Depot. Orders left at No. and cellver baggage at the Depot. Orders left at No. at Onesnut street, or No. 1 South J leventh atreet, will eceive attention. TRAINS LEAVE DEP T. VIZ:-

No. 157 DOCK SITES: TRAINS ARRIVE AT DEPOT. VIZ.

 Storman
 TRAINS ARRIVE AT DEPOT. VIZ.:=

 Inclonati Express
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 Paoli Accommodation. No. 1
 Storman

 Paoli Accommodation. No. 1
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 Paoli Accommodation. No. 1
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 Parte Mall
 905 A. N

 Parte Storman
 906 A. N

 Parkersburg Train
 110 P. N

 Lanceuter Train
 110 P. N

 Erie Express
 110 P. N

 Erie Express
 110 P. N

 Day Express
 620 P. A

 Paoli Accommodation, No. 2
 710 P. N

 Parte Storman Callon, No. 2
 710 P. N

 Partice Storman Callon, No. 2
 710 P. N

 Partice Storman Callon, No. 2
 710 P. N

 Partice Storman Callon, No. 3
 710 P. N

 Partice Storman Callon, No. 4
 950 P. N

 Por Institute Internation
 411 EN, Ticket Agent, JOHN (ALLEN, Ticket Agent, Stores, NOT Street, No. 100 CH ESN UT Street

JOHN 'ALLEN, Ticket Agent, No. 601 CH ESN UT Street. EAMUEL H. WALLACE, Ticket Agent at the Depot, The Pennsylvania Railroad Company will not as-sume any risk for Baggage except for Wearing Ap-arel, and limit their responsibility to One Hundred Jollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken we special contract.

ay special contract. 428 General Superintendent, Altoona, Pa

CHILADELPHIA AND ERIE RAILROAD .-WINTER TIME TABLE.

Through and direct route between Philadelphia, Baltimore, Harrisburg, Williamsport, and the Great of fociou of Penusylvania. ELEGANT SLEEPING CABS on all Night Trains. On and after MONDAY, October 14, 1867, the trains of the Philadelphia and Erie Sailroad will run as

1	[0]]OWS:=
	WESTWARD,
1	Mail Train beaves Philadelphia
	" Heaves Williamsport 875 A. M.
1	¹⁰ BURIVES BI LITIC
J	B 11 Y CO BB LIVE A LIVE IN THE STATE
	Erie Express leaves Philadelphia 12'00 noon,
	iesves Williamsport
	" " arrives at lerie
	studies Mall leaves Philadelphia
	is isaves Whillamaport
	as the factor and the transmitter a second second to and the factor
	" " arrives at Lock Haven
1	EASTWARD,
	Mail Train leaves Erie Mail Train 1040 A. M.
	" " leaves Williamsport
	A second the De line of the second second second second
	¹⁰ ⁴¹ arrives at Philadelphia
	Erie Express leaves Erle 4 25 P. M.
	H leaves Williamsport

ohia at 1900 / at 1901 Book at a sol of the second second

(daliy) P. M. FROM BALTIMORE TO PHILADELPHIA. Leave Balimore 720 A. M., Way Mall; 938 A. M. Express; 215 P. M., Express; 635 P. M., Express; 832

111 No. 105 S. Fifth street. PHILADELPHIA, WILMINGTON AND BAL-TIMORE RALLYOAD, TIME TABLE. Commencing Monday, September 20, 1867. Trains will leave benot, corner BROAD Street and WASH-INGTON Avenue, as follows:-Way Mail Train at 520 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Con-necting with Delaware Railroad at Wilmington for Crisfield and Intermediate stations. Express Train at 12 M. (Sundays excepted), for Bal-timore and Washington. Express Train at 23 M. P. M. (Sundays excepted) for Baltimore, and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, New-port, Stanton, Newark, Elkton, Northeast, Charles-town, Feryville, Havre-de-Gracs, Aberdeen, Perry-man's, Edgewood, Magnulia, Chase's, and Stemmer's Ron. Nicht Fwrees at 11:00 P. M. (daily) for Baltimore

Night Express at 11 00 P. M. (daily) for Baltimore

RAILROAD LINES.

NORTH PENNSYLVANIA BAILBOAD.

 NORTH PENNSYLVANIA RAILROAD,

 A THE MIDDLE ROUTE.-Shorem and most rectronts to Bethleten, Altentown, Mauch Churck, March Church, White Haven, Vikerbarre, Makand Churck, Marther Detter Bethleten, Altentown, Mauch Church, Marther Philosophia, S. W. outer of the Lefting, Matannoy, and Wyenning coal regions.

 The MIDDLE ROUTE.-Shorem and most function of the Lefting, Matannoy, and Wyenning coal regions.

 The Detter Philosophia, S. W. outer of Bethleten and AMERICAN Streets.

 MARA AMERICAN Streets.

 MINE DALLA TRAING.

 Manage and Wyenning coal regions.

 MARA AMERICAN Streets.

 MINE DALLA TRAINS.

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 Arter A. M. -Morthing Express for Beinhenem and framework parts framework provide the Markey Mail and Alley Failroad, the Manage Markey Mail and the Markey Mar

A18-53 A.M. -- Accommodation for Doylestown, stopping at all intermediate stations. Fassengers for Willow Grove, Hatborn, and Hartsville, by this Italia, lake the stage at Old York road. At 1005 A.M. -- Accommodation for Fort Washing-ton, skepting at intermediate stations. At 1700 F. M. -- Express for flethienem, Allentown, Macch Crunk, White Haven, Wilk sparte, Matano.y Ulty, Centralia, Shemandonh, Monat Carmel, Pittaton, scenation, and all points in the Mahanoy and Wyo-mitig toal regions. Passengers for Greenville take this train to Junkertown. At 245 P.M. -- Accommodation for Doylestown, stopping at all intermodiate stations. Passengers take stage at Doylestown for New Hope; at North Wates for sumney own.

At 4.2. M. — Accommodation for Doylestown, 'stop-presummey sown, and the station of Doylestown, 'stop-ping at all interneollate stations. Possengers for Willow Grove, Hatborn, and Harisville, take stage at ablogion for Lumberville at Doylestown. At 3.20 P. M. — Through accommodation for Bathte-to and all stations on main line of North Peanast come statitrond, connecting at Betheletem with Lehigh Visitor, Evening, Irala for Easton, Allentown, and Watten Chunk.

Falley Evening Iralii for Easton, Annual Star Easter Churk, At 020 P. M.-Accommodation for Lansdale, stop-ling at all intermediate stations, At 11:00 P. M.-Accommodation for Fort Wash-

At 11 30 P., M.-ACCOMMODATION for Fort Wash-imaton. TRAINS ARRIVE IN PHILADELPHIA. From Bechleberg, at 010 A. M., 205, and 20 P. M. 5 250 P. M. train makes direct connection with Lehigh Valley trains from Easton, Whitesbarre, Mahanoy City, and Hazleton. Passengers leaving Easton at 1150 A. M. strive in Philadelphia at 250 F. M. Passengers leave Will cabarre at 150 P. M. connect at Bethlehem at 6 to P. M., and arrive in Philadelphia at 500 F. M.

Express: 218 P. M., Express: 635 P.M., Express: 835 P. M., Express. SUNDAY TRAIN FROM BALTIMORE. Leaves Balimore at 555 P. M., stopping at Havre-de-Grace, Perryville, and Wilmington. Also stops at Northeast, Elkton, and Newark, to take passengers for Philadelphia and leave passengers from Washing-ton or Balimore, and at Chester to leave passengers from Washington or Balimore. Through Tickets to all points West. Sonth, and Southwest may be procured at the Ticket Office, No. 55 CHESNUT street, under the Continental Hotel, where, also, state-rooms and berths in sleeping-cars can be secured during the day. Fersons purchasing tickets at bils office can have their baggage checked at their residence by the Union Transfer Company. 450 H. F. KENNEY, Superintendent.

At 5 A. M., via Camden and Amboy Accontants

At 6 and 10 A. M., 1, 330, 5, 6 and 1130 P.-M., for Edgewater, Elverside, Riverton, and Palmyra, At 6 and 10 A. M., 1, 336, 6, and 1130 P. M., for Fish House, The 1 and 11:30 P. M. Lines leave from Market Street

Ferry, upper side, LINES FROM KENSINGTON DEPOT

Will leave as follows:-At 11 A. M. 420 P. M. and 12 P. M. (night), via Ken-sington and Jersey City, New York Express Lines.

sington and Jersey City, New York Express Lines, Fare, 53. At 5 10 15 and 11 A. M., 250, 530, 450, 5, and 12 P. M., for Trenton and Bristol. At 5 and 1015 A. M., 230, 5, and 12 P. M., for Morris-ville and Tallytown. At 5 and 1017 A. M., 250, 450, 5, and 12 P. M., for Science 25.

At 8 and 107 Ar and 25 P. M., for Eddington, At 1026 A. M., 230, and 5 P. M., for Eddington, At 730 and 1013 A. M., 233, 4, 6, and 12 P. M., for cornwell's, Torreadate, Holmesburg, Tacong, Wissi-toming, Britesburg, and Frankford, and at 8 P. M., for Holmesburg and Intermediate stations, BELVIDERIC DELAWARK RAIL, ROAD LINES, From Keesington Depot. At 8 A. M. for Niagara Falls, Baffalo, Dankirk, Carmodaguas, Emirs, Bihaca, Owage, Rocanstee, Binghamton, Oswego, Syracuse, Great Bend, Mon-trone, Wilkeebarre, Scranton, Stroadsburg, Water Gap, etc., etc.

(ap, etc., etc. At s A. M. and 3:20 P. M., for Belvidere, Easton, Lambertville, Flemington, etc. The 5:30 P. M. Line connects direct with the Train b aving Easton for Mauch Chunk, Allentown, Betnle-

At 5 P. M. for Lambertville and intermediate sta-

tions, Lines from West Philadelphis Depot, via Connect-ing Rallway, will leave as follows:--At 2000 A, M., and 1000 and 6 20 P. M., Washington and New York Express Lines, via Jersey City. Fare,

The 9 A. M. and 550 P. M. Lines will run daily. All

October 28, 1867. WM. H. GATZMER, Agent,

M. FOR CONSHOHOCKEN AND NORRISTOWN.

FOR CONSHOHOCK EN AND NORRESTOWN, Leave Philadelphia 6, 75, 8, and 1143 A. M. 115, 9, 95, 55, 65, 850, and 115 P. M.
 Teave Norristown 340, 7, 740, 9, and 11 A. M. 115, 8, 45, 65, and 85; P. M.
 ON SUNDAYS, Leave Philadelphia 9 A. M., 250 and 745 P. M.
 Leave Philadelphia 9 A. M., 250 and 9 P. M.
 FUH MANAYUNK, Leave Philadelphia 9 A. M., 250 and 19 P. M.
 Leave Philadelphia 9 A. M., 250 and 10 P. M.
 Leave Philadelphia 9 A. M., 250 and 10 P. M.
 Leave Philadelphia 9 A. M., 250 and 10 P. M.
 Leave Manayunk 6 10 75, 850, 95, and 105 A. M., 15, 8, 9, 55, 61, 806, 95, and 115, P. M.
 Leave Manayunk 6 10 75, 850, 95, and 10, A. M., 2, 35, 0, 05, 9, and 105 P. M.
 Leave Philadelphia 9 A. M. 250, 95, and 10, A. M., 2, 0N SUNDAYS.
 Leave Philadelphia 9, A. M. 25, and 75, P. M.

ON SUNDAYS. Leave Philadelphia 9 A. M. 25, and 7% P. M. Leave Manayunk 75, A. M., 6 and 95 P. M. W. S. WILSON, General Superintendent. 14 Depot, NINTH and GREEN Streets.



7

W EST CHESTER AND PHILADELPHIA RAILROAD, VIA MEDIA. W.NTER ARRANGEMENT. On and atter MONDAY, ORIOPET 7, 1977, Trains will have Depot, THIRTY-FILST and CHROSSUT Streets, West Fulladelphin, as follows:-Leave Philadelphin, as follows:-Leave Philadelphin, as follows:-

If A. M. 230 P. M., 415 P. M., 460 P. M., C. 5 P. M., and Huw P. M.
 Leave West Choster for Philadelphia, from Depose in East Mark et street, at 625 A. M., 746 A. M., 840 and 1046 A. M., 156 P. M., 450 and 658 P. M.
 Trains leaving West Choster for Solution of the A. M., 840 and 1046 A. M., 156 P. M., 450 and 658 P. M.
 Trains leaving West Choster at 8,00 A. M., and leav-ing Failedelphis at 450 P. M., will stop at B. C. Juno-ton and Modisonly.
 Trainsegers to or from stations between West Ches-ter and H. C. Junction going east, will take train teaving West Chester at 746 A. M., and going west at take train leaving Philadelphia at 450 P. M., and travefer at B. C. Junction.
 There are the C. Junction.
 Thirty-first and Market streets, on the arrival of each train, to convey passengers hito the city and for lines leaving the Depot take the name on Market street, the last car connecting with each train leaving the at Market streets thirty minutes provide to departure.
 The Chester and Walter Hierst constrained beying and the street at a street with each train leaving the at the train the Walter Street contract with

areed, the last car connecting with each train leaving Front and Market streets thirty minutes provious to the more than a streets thirty minutes provide the street cars connect with all of the above breins, carrying passingers down the street, passing out walnut street to the droot. ON SUNDAYS, ON SUNDAYS, ON SUNDAYS, Care Philadelphins at 755 A, M, and 1 P. M. Leave Weat Chester at 755 A, M, and 4 P. M. The cars on Market streets will connect with all study prains, both ways, as assued to the street with street of the street with the study trains, both ways, as assued to an at 755 A, M, and 4 P. M. The cars on Market streets will connect with all study trains, both ways, as assued leaving Front and Market streets thirty-five minutes before the train leaving Philadelphins at 755 A, M, and 450 P. M., connect as B, C. Janction with trains on P, and H. C. K. K. for Oxford and the teaming on P. and H. C. K. K. for Oxford and the teaming appared the team leaving the team of the street at and the teaming on P. and H. C. K. K. for Oxford and the teaming appared the team of the street at and the teaming on P. and H. C. K. K. for Oxford and the teaming the street will not in any case the responsible for an amount exceeding one hind and the cars. Market street at company will not in any case the responsible for an amount exceeding one hind and the can be and the Company will not in any case the responsible for an amount exceeding one hind street. MANKET MOOR, AND BALTIMORE CEN.

DHILADELPHIA AND BALTIMORE CEN.

PHILADELPHIA AND BALTIMORE CEN-TRAL RAILBOAD, Summer Arrangements; or and alter SATURDAY, June 1, 1867, Trains will have Fullacephia, from the Depot of the West upsater and Philadelphia Railroad, corber of thirty First and Chresnut Streets (West Phila-endia), at 715 A.M., and 4%0 P.M.
 Leave Rising Sun at 5 '15 and Oxford at 005 A. M., and have Oxford at 255 P.M.
 A Market Train, with Passenger Carattached, will no in Theedays and Fridays, leaving the Rising Sun at 105 A.M., Oxford at 1200 M., and Kennett at 100 P. M., connecting at West Checker Junction with a final for Philadelphia. On Wednesdays and finan-days trains leave Philadelphia at 715 A. M. con-rects at Oxford with a daily line of Stages for Peach Sottom, in Lanemater county. Returning, leaves Peach Bottom to connect at Oxford with the After-noon Train for Philadelphia met at 900 P. M., consects at Oxford with the After-noon Train for Philadelphia.
 Trata leaving Philadelphia at 450 P. M. runs to Being Sun, Md.
 Trata leaving Philadelphia at 450 P. M. runs to Being Sun, Md.
 The beaving Philadelphia at 950 P. M. runs to Beach Bottom to connect at Oxford with the After-noon Train for Philadelphia.
 Trata leaving Philadelphia at 950 P. M. runs to Beach Bottom to connect at Oxford with the After-noon Train for Philadelphia.
 Trata leaving Philadelphia at 950 P. M. runs to Beach Bottom to connect at Oxford with the After-noon Train for Philadelphia.
 Trata leaving Philadelphia at 950 P. M. runs to Beach Bottom to connect at Oxford with the After-noon Train for Philadelphia.
 Trata leaving Philadelphia at 950 P. M. runs to Beach Bottom to company will not in any case be responsible for an amount exceeding one hundred dollars, unleas a special contract be made for the same, BEAT HENDY WOOD General Sup'.
 TWY EST JERSEY RAILROAD LINES, FROM

WEST JERSEY RAILROAD LINES, FROM

WEST JERSEY RAILROAD LINES, FROM foot of MARKET Street (Upper Ferry), Commencing TU/SSDAY, September 17, 1887. For Bridgeton, Salem Vineland, Mulville, and In-termediate stations, 500 A. M., and 330 P. M. For Cape May 320 P. M. For Woodbury at 500 A. M., and 330 and 600 P. M. Freight Train leaves Camden at 12 M. (noon) daily, Freight will be received at Second Covered Wharf below Walnut street, from 700 A. M. until 500 P. M. Freight received before 900 A. M. will go forward the same day.

samé day. Freight Dellvery, No. 228 S. DELAWARE Avenue. 7 24 WILLIAM J. SEWELL, Superintendent.

CAMDEN AND BURLINGTON COUNTY RAILROAD,-On and after MONDAY, October 21, 1857, trains will leave from foot of MARKET Street (opper ferry), for Merchantville, Moorestown, Hart-ford, Masonville, Hainesport, Monnt Holly, Smith-ville, Evansville, Hainesport, Month Holly, Smith-respondent, Smith-Return Holly, Smith-Matholite, Smith-Month Holly, Smith-Smith, Holly, Smith-Smith, Holly, Smith-Smith, Holly, Smith-Smith, Holly, Smith, Smith-Matholite, Smith, Smith,

LUMBER.

RAILROAD LINES.

FITLER, WEAVER & CO. MANUFACTURERS OF

Manilla and Tarred Cordage, Cords

ERWIN H DITLER, STORE WEAVER, E.C. I. North DELA WARE AVERS, PRILADELITMIA, MICHAEL WEAVER, MICHAEL WEAVER, SONEAD F CLOTHIEF.

GARDNER & FLEMING,

COACH MAKERS,

NO. 214 NOUTH FIFTH STREET.

New and Second-hand Carriages for sale. Par

*

ticular attention paid to repairing 30 6ma

Twines Etc.