This kind is known as "Massaköpfa," or Massa bowls. The value of pipes and cigar tubes imported into the United States in 1858 amounted to \$200,000. A recent publication says:--

"The best and purest meerschaum bears a bluish tinge, and its surface is covered with very small star-shaped flecks. This kind, however, is seldom seen in this country. Denominating this as the first quality, there are several inferior qualities, each different from the others, yet genuine meerschaum. A neculiarity of the first quality is its capability of receiving a high polish, and having a perfectly even and smooth surface, and coloring evenly throughout, whence it is termed 'Spiegal Meerschaum,' spiegel being the German word for mirror, The high price of this grade has for some time prevented its general use in this some time prevented its general use in this country, but as this firm imports it in the rough, and work it themselves, they have of late overcome this objection to a great extent. The reason for boiling meerschaum, so unintelligible to most people, is very easily explained. Like all varieties of clay, meerschaum when exposed to air becomes dry and hard, in which condition it never would absorb the nicotine, or oil of tobacco, which gives it the rich color that smokers so highly price. It the rich color that smokers so highly prize. When boiled in oil or wax, the particles of clay are forced apart by the heat, and the oil or wax introducing lissif between them, retains its position upon cooling. Again, when the pipe is heated by smoking, the particles of the meerschaum separate, the oil or wax becoming melted exudes, and the nicotine takes its place, and imparts its own rich color. This is the philosophy of what is popularly termed 'coloring a meerschaum.'"

It may here be added that a meerschaum cannot be polished until it has been boiled. This firm also give some good rules for color-Fill the pipe loosely at the start, and only half full, smoke slowly, the object being to keep the pipe as cool as possible under the circumstances. Do not allow it to cool too rapidly after smoking. Never cover a pipe, because the oil that exudes from the meerschaum will be absorbed by the material of which the cover is composed, and the result will be blotches on the pipe.

Lightness of weight or ability to float in water are not tests of genuine meerschaum. The difference, however, between the bogus and the gennine is apparent when the pipe is heated: the imitation being unable to expand or contract uniformly, cracks when heated, and the oil or wax in it not being equally absorbed, slowly burns, and in burning emits a most offensive smell. Probably no mineral substance presents features of interest so peculiar as does amber. Obscure in its origin, found in loose pieces in alluvial deposits, or scattered along the coast after severe storms had swept the bottom of the sea, it was regarded by the ancient Greeks and Romans with superstition and mystery. They considered that this substance, clear and transparent, was beautiful tear drops, shed by the sisters of Phaeton, and petrified as they fell into the sea, and the electrical phenomenon exhibited by this substance added to its mystery. It was even believed by some of the philosophers to be possessed of a soul. It was believed by others to be the tear drops of sea birds, and in a couple of lines by an old poet, the hero is made to say to his lady love, that, if she accept his suit,-"Around her shall glisten the leveliest amber

That ever the sorrowing sea bird has wept.

The Arabs, noticing the electrical phenomena, gave it the name, in their language, of "Karabe," or catch-chaff. And now when its mystery and obscurity have departed before the light of science, it must still be regarded with peculiar interest for its singular history and qualities. Amber is now generally understood to be a fossilized vegetable gum. The trees from which it exuded stood in forests of past epochs, and are now found forming strata of bituminous wood beneath beds of sand and clay. The wood is more or less impregnated with the amber; and this is also met with dopending from the trunks in the form of stalactites, and again in rounded pieces, mixed with pyrites and coarse sand, under the layer of trees. Such a bed is worked as a mine for the amber near the coast of Prussia. The fossil stratum is from forty to fifty feet thick is followed to the depth of 100 below the surface. In some other countries it is found in beds of brown coal and of lignite, and it is probable that the pieces of it picked up on the sea shores have been washed out from the extension of these repositories beneath the waters of the sea. the Prussian coast of the Baltic, between Königsberg and Memel, amber is more abundant than at any other known locality, and it is from this source that the Mohammedan countries are principally supplied. Amber has for ages been used for ornaments, such as necklaces, bracelets, and breastpins. Europe the cloudy or milky amber is considered the finest. Amber is divided into two kinds, Fleisen and Erd Bernshein. The former is found in the water. The latter is obtained in mines, and is considered the most valuable. being harder and clearer. Its value as mouth pieces all smokers can appreciate, and in Turkey as high as \$2000 have been paid for one. Mesers. Kaldenberg & Son imported the largest piece of amber ever seen in this coun-

try, and manufactured it into an entire pipe of

a No. 5 London bend size, and which is now

on exhibition in Paris. It is rarely, however, the case that a piece so large as this can be found. At present the chief amber diggings in the North of Prussia are near New Kuhren, Brusterort, Lapohnen, and Ranschen. The fishing and picking of amber from the sea gives employment to large numbers of persons. After a storm, when the waves are going down, the men wade out and get the seaweed which is borne in from the waves, and from it the women and children pick the pieces of amber. This mode of procuring it is less laborious and often more productive than digging it. Amber is not only used for pipes and ornaments, but a fine varnish is made from it; also an oil used in medicine, and succinic acid, a useful reagent in chemical investigations.

The largest piece of amber known is one of eighteen pounds weight, now in the royal cabinet at Berlin. It was found in Lithuania, twelve miles back from the Baltie. A piece of amber of a pound weight is worth about \$50, and to such a degree is electricity excited from it in the process of working it, that the workmen are often affected with nervous tremors. and often have to change the pieces they handle that the excited electricity may be dispersed Amber is also found in some localities in this country; the principal points being Amboy. New Jersey, Gay Head on Martha's Vineyard and Cape Sable in Maryland.

#### FINANCIAL,

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112 and 114 So. THIRD ST. PHILAD A

Dealers in all Government Securities,

OLD 5.20s WANTED

IN EXCHANGE FOR NEWS

A LIBERAL DIFFERENCE ALLOWED,

Compound Interest Notes Wanted

INTEREST ALLOWED ON DEPOSITS.

Collections made. Stocks bought and sold or dommission, Special business accommodations reserved to

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FIRST MORTGAGE BONDS

OF THE Central Pacific Railroad Company,

AT (95) NINETY-FIVE, And Accrued Interest in Currency.

These Bonds are payable by law, principal and inte.

est, in gold. Interest payable 1st of January and 1st of July. We will take Governments in exchange, allowing

be full market price. We recommend them to investors as a first-class ecurity, and will give at all times the latest pam

phlets and general information upon application to us Having a full supply of these BONDS on hand, w are prepared to DELIVER THEM AT ONCE.

DE HAVEN & BRO., Bankers and Dealers in Governments, NO. 40 SOUTH THIRD ST.

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#### SHIPPING

STEAM TO LIVERPOOL—CALL
ing at Queenstown.—The inmas Line, sailing seemi-weekly, carrying the United States Mails.
CITY OF ANTW ERP.—Saturday, November 9
CITY OF NEW YORK.—Saturday, November 16
CITY OF NEW YORK.—Saturday, November 16
CITY OF BALTIMORE.—Saturday, November 16
CITY OF WABHINGTON.—Habriday, November 20
CITY OF PARIS.—Saturday, November 20
CITY OF PARIS.—Saturday, November 20
And each succeeding Saturday and Wednesday, at noon, from Pier No. 45, North River.

By the mail steamer sailing every Saturday.
Payable in Gold.—Payable in Corrency.
To London—105 To London—35
To London—105 To London—35
To Paris.—115
To Paris.—45
Passange by the Wednesday Steamers.—First Caola, \$100; Steerage, \$30. Payable in U. S. Currency.
Passengers also forwarded to Havre, Hamburg, Bremeu, 81C., at moderate rates.
Steerage passage from Liverpool or Queenstown, \$4
currency. Tickets can be bought here by persons rending for their friends.—For further information apply at the Company's offices.

JCHN G. DALE, Agent.
STEAS PHILADELPHIA AND STEAM TO LIVERPOOL-CALL

SOUTHERN MAIL STRAMSHIP COM-The HE STAR OF THE UNION, 1078 tons, Captain P. F. Hoxie STAR OF THE UNION, 1078 tons, Capt. T. N.Cooksey. The THE STAR OF THE UNION will leave for New Orleans on Saturday, November 2, at 8 o'clock A. M., from Pier 18, South Wharves.

The JUNIATA will leave New Orleans for this per November 2. The JUNIATA will leave New
poor November 2.
Through bills of lading signed for freight to Monile
Galveston, Natches, Vicksburg, Alemonis, Masnvills
Cairo, St. Louis, Louisville, and Cincinnath,
Agents at New Orleans, Creevy, Nickerson & Co.
WILLIAM L. JAMES, General Agent,
CHAS, E. DILKES, Freight Agent,
No. 314 S. Delaware avenue,

THE PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COMPANY'S REGULAR LINE
POR NAVANAH, GA.
TONAWANDA, 550 tons, Captain Wm. Jennings.
WYOMING, 550 tons, Captain Jacob Teal.
The steamship TONAWANDA will leave for the above port on Saturday. November 5, at 8 o'clock A.
M., from Pier 16 South Wharves.
Through passage tickets sold, and freight taken for all points in connection with the Georgia Central Railroad, WILLIAM I., JAMES, General Agent, CHAS, E. DILKES, Freight Agent,
CHAS, E. DILKES, Freight Agent,
Agents at Savannah, Hunter & Gammell.

4 12

THE PHILADELPHIA AND
SOUTHERN MAIL STEAMSHIP COMPANY'S REGULAR SEMI-MONTHLY LIFE,
FOR WILMINGTON, N. C.
The steamship PIONEER, Siz tons, Captain J. Beanett, will leave for the above port on Thursday,
October 31, at 5 o'clock P. M., from Pier 18 South
Wharves.
Bills of lading signed at through and reduced rates
to all principal points in North Carolina.
Agents at Wilmington, Worth & Daniel,
WILLIAM L. JAMES, General Agent,
CHAS, E. DILKES, Freight Agent,
No. 314 S. Delaware avenue,

HAVANA STEAMERS.

PHILADELPHIA, RICHMOND,
AND NORFOLK STEAMSHIP LINE.
THROUGH AIR LINE TO THE SOUTH
AND WEST,
THROUGH RECRIPTS TO NEWBERN,
Also all points in North and South Carolina, vis
Seaboard and Roanoke Railroad, and to Lynchburg
Va., Tennessee and the West, via Norfolk, Peters
burg, South-Side Railroad, and Richmond and Danville Railroad,

burg, Bouth-Sid ville Railroad, The regularity, safety and cheapness of this route commend it to the public as the most desirable medium for carrying every description of freight.

No charge for commission, drayage, or any expense of transfer.

of transfer.
Steamships insure at lowest rates, and leave regularly from first wharf above Market street.
Freight received daily.
WILLIAM P. CLYDE & CO.,
No. 14 North and Scath WHARVES,
W. P. PORTER, Agent at Richmond and Chy

T. P. CROWELL & CO., Agents at Norfolk, 61 PASSAGE TO AND FROM
BY STRAMSHIP AND SAILING PACKET,
AT REDUCED RATES,
DRAFTS AVAILABLE THROUGHOUT ENGLAND
INCLAND, SCOTLAND, AND WALES,
For particulars apply to
TAPSCOTTS, BROTHERS & CO.,
NO. 38 SOUTH Street, and No. 23 BROAD WAY,
11 Or to THOS. T. SEARLE, No. 27 WALNUT

NEW EXPRESS LINE TO Alexandria, Georgetown, and Washington D. C., via Chesapeake and Delaware Canal connections as Alexandria from the most direct

coute for Lynchburg, Bristol, Knoxville, Nashville Dalton, and the Southwest. Steamers leave regularly from the first wharf above

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Freight received daily.
WM. P. CLYDE & CO.,
No. 14 North and South Wharves,
J. B. DAVIDSON, Agent at Georgetown.
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OPPOSITION TO MONO
POLY.-DAILY LINE FOR BALTI
MORE, via Chesapeake and Dela wars Canal.

Philadelphia and Baltimore Union Steamboat Comany, daily at 2 o'clock P. M.

The Steamers of this line are now plying regularly
setween this port and Baltimore, leaving the second
wharf below Arch street daily at 2 o'clock P. M.
(Sundays excepted).

Carrying all description of Freight as low as any
other fine.

Freight handled with great care, delivered other line.

Freight handled with great care, delivered promptly, and forwarded to all points beyond the seminus tree of commission.

Particular attention paid to the transportation of all description of Merchandise, Horses, Carriages

For further information apply to
JOHN D. RUOFF, Agent,
5 16 No. 18 N. DELAWARE Avenue,

POR NEW YORK, VIA DELA
ware and Raritan Canal.
Express Steamboat Company Steam Propellers
leave Daily from Brat wharf below Market street.
Through in twenty-four hours. Goods forwarded to
all points. North. East, and West, free of commission. Freight received at the lowest rates.

WM. P. CLYDE & CO., Agents,

No. 14 South Wharves.

JAMES HAND, Agent, No. 101 Wall street, New York,

SURE Transportation Company Despatch and Swiftsure Lines, via Delaware and Haritan Canal, on and after the 18th of March, leaving daily at 12 M. and 8 P. M., connecting with all Northern and Eastern lines.

For freight, which will be taken on accommodating terms and via the commodating terms are commodating terms and via the commodating terms are commodating terms and the commodating terms are commodating terms. rms, apply to

WILLIAM M. BAIRD & CO., No. 182 S. DELAWARE Avenue.

TO SHIP CAPTAINS AND OWNERS. TO SHIP CAPTAINS AND OWNERS,

The undersigned naving seased the KEN

SINGTON SCREW DOCK, begs to inform his friends
and the patrons of the Dock that he is prepared with
increased facilities to accommodate those having vesels to be raised or repaired, and being a practical
inip-carpenter and canifer, will give personal attenion to the vessels entrusted to him for repairs.

Captains or Agents, Ship-Carpenters, and Machinists
taving vessels to repair, are solicited to call.

Having the agency for the sale of "Wettersedu\*stent Metallic Composition" for Copper paint, for
the preservation of vessels bottoms, for this city, I am
prepared to furnish the same on reasonable terms.

JOHN H. HAMMITT.

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C O R N E X C H A N G E BAG MANUFACTORY. E. E. corner of MARKET and WATER Streets.

DEALERS IN HAGS AND SAGGING Grain, Flour, East, Super-Phosphate of Lime, Bone Bunt, Etc.
Large and small GUNNY BAGS constantly on hand.
222) Also, WOOL SACKS, JOHN T. BAILEY.

JOHN T. BAILEY.

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COTTON AND FLAN,
SAIL DUCK AND CANVAS,
Of all numbers and brands
Tent, Awoing, Trunk, and Wagon Cover Disc
Also, Paper Manufacturers' Drier Felts, from oneoveral fest wide; Pauling, Belting, Sail Twine, etc.
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W I L L I A M S. G R A N T COM MISSION MERCHANT, No 28 S. DELAWARE Avenue, Philadelphia, Depont's Gunpowder, Refined Nitre, Charcoal, Etc., W. Baker & Co.'s Chobolate, Cocos, and Broma. Crocker Bros. & Co.'s Yellow Metal Sheathing Bolts, and Malls.

#### RAILROAD LINES.

READING RAILROAD.

FROM PHILADELPHIA TO THE INTERIOR OF PENNSVLVANIA. THE SCHUYLKILL, SUS-QUEHANNA OUMBERLAND, AND WYOMING VALLEYS. THE NORTH, NORTHWEST, AND THE CANAIAS.

FALL ARRANGEMENT OF PASSENGER TRAINS MONDAY, September 30, 1857.

Leaving the Company's Depot, at THIRTEENTH and CALLOWHILL Streets, Philadelphia, at the following bours—

Leaving the Company's Depot, at THIRTEENTH and CALLOWHILL Streets, Philadelphia, at the following houses.

MORNING ACCOMMODATION, At The Action of Morning Leaves Reading at 50 P. M., arriving in Philadelphia at 1910 P. M.

MORNING EXPRESS.

At 315 A. M. for Reading, Lebanou, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbhry, Williamsport, Elmira, Rochester, Niagara Falis, Buffato, Alientown, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hegerstown, etc. etc.

Ible train connects at READING with East Pounsylvania Resilroad trains for Allentown, otc., and the Lebanou Valley train for Harrisburg etc., at PORT CLINTON with Cotawis a Rallroad trains for Willemsburg, Lock Haven, Elmira, etc., at HARRISBURG with Northern Central Camberland Valley and Schuylkill and Susquehanna trains for Northemberland, Williamsport, York, Chambersburg, Pinegrove, etc.

ATTERNOON EXPRESS

Leaves Philadelphia at 23 P. M., for Reading, Pottsville, Harrisburg, etc., connecting with Reading and Columbia Rallroad trains for Columbia, etc.

PO-TSTOWN ACCOMMODATION

Leaves Pottstown at 5 55 A. M., stopping at intermediate stailons, arrives in Philadelphia at 555 P. M., arrives in Pottstown at 500 P. M., M., stopping at all way stations, arriving at Philadelphia at 555 P. M., arrives in Reading at 7-45 F. M.

Remorning, leaves Philadelphia at 555 P. M., arrives in Reading at 7-45 F. M.

Remorning, leaves Philadelphia at 550 P. M., arrives in Reading at 7-45 F. M.

Remorning, leaves Philadelphia at 550 P. M., arrives in Reading at 7-45 F. M.

And Politsville at 8-50 P. M., arriving in Philadelphia at 6-50 P. M., Arrives in Reading at 7-15 A. M., and Harrisburg at 8-10 P. M., Contecting at Residing with Afternoon Accommodation coult at 6-50 P. M., arriving in Philadelphia at 6-50 P. M., Contecting at Residing with Afternoon Accommodation coult at 6-50 P. M., arriving in Philadelphia at 6-50 P. M., arrives in Philadelphia at 6-50 P. M., Contecting at 7-1

at 9 10 P. M.

Market train, with passenger car attached, leaves
Philadelphis at 12 4; noon for Pottsville and all way
stations. Leaves Pottsville at 7 00 A. M. for Philadelphia and all way stations.

All the above trains run dally, Sundays excepted,
Sunday trains leave Pottsville at 8 00 A. M., and
Philadelphia at 8 15 P. M. Leave Philadelphia for
Reading at 8 00 A. M., returning from Reading at 4 25
P. M.

CHESTER VALLEY RAILROAD.

CHESTER VALLEY RAILROAD.

P. M.

CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 7.50 A. M., and 5.90 P. M. trains from Philadelphia, returning from Downingtown at 6.10 A. M. and 1.00 P. M.

M. and 1.00 P. M.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST

Leaves New York at 9 A. M. and 5 and 5 P. M., passing Reading at 1.00 A. M. and 1.50 and 10.05 P. M., and connecting at Harraburg with Pennsylvania and Northern Central Railroad express trains for Pittsburg, Chicago, Williamsport, Elmira, Baitimore, etc. Returning, express train leaves Harrisburg on arrival of the Pennsylvania express from Pittsburg, at 3 and 8.45 A. M. and 9 P. M., passing Reading at 4.00 and 10.50 A. M., and 4.20 and 11.15 P. M. and arriving in New York at 10.10 A. M., and 4.40 and 5.20 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg, without change.

A mail train for New York leaves Harrisburg at 2.10 P. M. Mall train for Harrisburg leaves New York at 12 M.

SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottaville at 7 and 11:20 A. M., and 7:10
P. M., returning from Tamaqua at 7:35 A. M., and 1:40
and 4:15 P. M.
SCHUYLKILL AND SUSQUEHANNA RAILROAD,
Trains leave Auburn at 7:50 A. M. for Pinegrove and Harrisburg, and 1:50 P. M. for Pinegrove and Tremont, returning from Harrisburg at 5:20 P. M., and from Tremont at 7:35 A. M. and 5:25 P. M.
Through first-class tickets and emigrant tickets to a 1 the principal points in the North and West and Cauada. SCHUYLKILL VALLEY RAILROAD.

Cavada. Excursion tickets from Philadelphia to Reading Excorsion tickets from Philadelphia to Reading and intermediate stations, good for one day only, are sold by Morning Accommodation. Market train, Reading and Pottstown Accommodation trains, at reduced rates. Excursion tickets to Philadelphia, good only for one day, are sold at Reading and Intermediat. Stations, by Reading and Pottstown Accommodation trains, at reduced rates.

The following lickets are obtainable only at the office of it BRADFORD, Treasurer, No. 227 South FOURTH Street, Philadelphia, or of G. A. NICOLLS, General St. perintendent, Reading:—

COMMUTATION TICKETS

At 25 per c unt. discount, between any points desired, for families a ad firms.

Good for 2008 miles between all points, \$2.50 each for iamilies and firms.

SEASON TICKETS,

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

SEASON TICKETS,
For three, six, une, or twelve months, for holders
only, to all point, at reduced rates.
Residing on the line of the road will be furnished
cards entitling the analyse and wives to tickets at half
are. From Philadelph.a to principal stations, good for Saturday, Sunday, a.td Monday, at reduced fare, to be had only at the Ticket Office, at THIRTEENTH and

had only at the Ticket Office, at THIRTEENTH and CALLOWHILL Stre 48.

I BEIGHT.

Goods of all descriptions forwarded to all the above points from the Company's Freight Depot, BROAD and WILLOW Streets.

FREIGHT TRAINS

Leave Philadelphia dully at 520 A. M., 1745 noon, and P. M., for Reading, bebanon, Harrisburg, Pottsville, Port Clinton, and al. points forward.

Ma ILS

Close at the Philadelphia Post Office for all places on the road and its branch is at 5 A. M., and for the principal stations only at 23 P. M.

PENNSYLVANIA CONTRAL R ILROAD 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 directly by the Market Streets, which is reached directly by the Market Street cars, the last car connicting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut 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 departure of each train.
Sicepling Car Tickets can be h d on application at the Ticket office, N. W. cor. Ninth and Chesnut streets, and at the Depot.

Agents of the Union Transfer C mpany will call for and deliver baggage at the Depot. Orders left at No. 301 Chesnut street, or No. I South I leventh street, will receive attention.

TRAINS LEAVE DEP T. VIZ.—
Mail Train.

See J. Line and Scie Extrem.

Mail Train. 8'00 A. M.
Fast Line and Eric Express. 12'00 M.
Past Line and Eric Express. 12'00 M.
Paoli Accommodation, No. 1-00 P. M.
Barrisburg Accommodation. 2'30 P. M.
Barcaster Accommodation. 4'00 P. M.
Parkesburg Train. 5'00 P. M.
Western Accommodation Train. 5'05 P. M.
Eric Mail. 11'15 P. M.
Cincinesti Express. 11'15 P. M.
Philadelphia Express. 11'15 P. M.
Paoli Accommodation, No. 2. 9'00 P. M.
Accommodation. 11'10 P. M.
Eric Mail leaves daily, except Salurday.
Philadelphia Express leaves daily. All other trains daily, except Sunday.

daily, except Sunday.

The Western Accommodation Train runs daily, except Sunday. For full particulars as to fire and accommodations, apply to FRANCIS FUNK, Agent, No. 187 DOCK Street.

TRAINS ARRIVE AT DEPOT. VIZ.:-

For further informat a apply to JOHN ALLEN, Ticket Agent, SAMUEL H. WALLACE,

The Pennsylvania Ratiroad Company will not assume any risk for Haggage except for Wearing Aparete, and limit their responsibility to One Hundred bollars in value. All Baggage exceeding that amount to value will be at the risk of the owner, unless taken y special contract. General Superintendent, Altoons, Ps. DRILADELPHIA AND ERIE RAILROAD .-

WINTER TIME TABLE. Torongh and direct route between Philadelphis, Baltimore, Harrisburg, Williamsport, and the Great Oil Region of Pennsylvania.

ELEGANT SLEEPING CARS on all Night Trains. On and after MONDAY, October 14, 1867, the trains on the Philadelphia and Eric Bailroad will run as follows:—

WESTWARD.

MESTWARD.

Mail Train leaves Philadelphia...

Leaves Williamsport...

Eric Express leaves Philadelphia...

Leaves Williamsport...

Mail leaves Philadelphia...

Leaves Williamsport...

Leaves Williamsport... 6.28 P. M. 7 45 P. M \*\* arrives at Lock Haven 745 P

EastWard 1040 A

" leaves Williamsport 1145 P

" arrives at Philadelphia 655 A

Eris Express leaves Erie 425 P

" leaves Williamsport 530 A

Eris Express leaves Erie 710 A

" arrives at Philadelphia 160 P

Elmira Mail leaves Lock Haven 710 A

" leaves Williamsport 556 A

" arrives at Philadelphia 610 P

Mail and Express connect with all trains on War

and Frankin Leitzev Fausengars leaving Phila Mail and Express connect with all trains on Warren and Frankin Iteliary. Passengers leaving Philadelphia at 1200 M ave at Irvineton at 640 A. M. and Oil City at 126 A. St. Leaving Philadelphia at 200 P M., arrive at Oil City at 486 P. M. All trains on Warren and Franklin Rallway make close connections at Oil City with trains for Franklin and Petroleum Centre, Baggage checked through, and Petroleum Centre, Baggage checked through, General Superintendent,

NORTH PENNSYLVANIA RAILBOAD.

RAILROAD LINES.

ORTH PENNSYLVANIA RAILBOAD.—
THE MIDDLE ROWIE.—Shortest and most cirect route to Hethlehem, Aliestown, Mauch Chunk, Hazelton, White Haven, Wilkesbarre, Madanoy Olty, Mount Carmel, Pluston, Seranton, and all points in the Lebign, Mahanoy, and Wyoming coal regions.

Passenger Depot in Philadelphia, N. W. corner of BERKE and AMERICAN Streets.

SUMMER AFRANGEMENT.

NINE DAIL: TRAINS.

On and after WEDNESDAY, May 8, 1867. Passenger trains leave the New Depot, corner Berks and American etreets, daily (Sandays excepted), as follows:—At74 A. M.—Morning Express for Bethlehem and Principal Stations on North Pennsylvania Raitroad, connecting at Bethlehem with Lehigh Valley Raitroad for Allentown, Catassanga Sistington, Mauch Chuck, Weatherly, Jeansylle, Hazelton, White Haveo, Wilkisbarre, Pitston, Scranton, and all points in Lebigh and Wyoming valleys also, in connection with Lehigh and Mahanoy Railroad, for Mananoy City, and with Catawhasa Railroad, for Roper, Danville, Milton and Willamsport, Arrive at Manen chunk at 120 M. M. is at Wikesbarre at 1 P. M.; at Mahanoy City at 2 P. M.; at Scranton at 105 P. M. Passengers by tha Irain can take the Lehigb Valley 1018.

At 855 A. M.—Accommodation for Doylestown, stop-

Total Residual Company of the Mahanoy and Myoming Coal regions. Passengers for Willow Grove, Hatbore, and Hartsville, by this train, take the stage at 0ld York road.

At 19-25 A. M.—Accommodation for Fort Washington, stopping at intermediate stations.

At 19-25 A. M.—Accommodation for Fort Washington, stopping at intermediate stations.

At 19-27 P. M.—Express for Bethlehem, Allentown, Manch Chunk, White Haven, Wilks sharre, Mahanoy City, Centralia, Shenandoah, Mount Carmel, Pitaston, Seranton, and all polius in the Mahanoy and Wyoming Coal regions. Passengers for Greenville take this train to Quakertown.

At 2-45 P.M.—Accommodation for Doylestown, alopping at all intermediate stations. Passengers take stage at Doylestown for New Hope; at North Wales for Sumneyrown.

stage at Doylestown for New Hope; at North Wales for Sumpeyrown.

At 4 P. M.—Accommodation for Doylestown, 'atopping at all intermediate stations Passengers for Willow Grove, Hatboro, and Harsaville, take stage at Ablugton for Lumberville at Doylestown.

At 5 % F. M.—Through accommodation for Bethieb m sand all stations on main line of North Pennsylvania Ranfread, connecting at Bethiebem with Lehigh Valloy Evening train for Easton, Allentown, and Mauch Chunk.

At 6 % P. M.—Accommodation for Lansdale, stopping at all intermediate stations. ping at all intermediate stations, At 11 to P, M,—Accommodation for Fort Wash-

TRAINS ARRIVE IN PHILADELPHIA. From Bethlehem, at 9 is A. M., 2 05, and 8 so P. M.
2 to P. M., trum makes direct connection with Lehigh
Vailey trains from Easton, Whikesbarre, Mahanoy
City, and Hazieton, Passengers leaving Easton at
11 20 A. M. arrive in Philadelphia at 2 25 P. M.
Passengers leave Wikesbarre at 1 20 F. M., connect
at Bethlehem at 6 15 P. M., and arrive in Philadelphia
at 8 40 P M.
From Dovlestown at 8 25 A. M., 5 10 P. M., and

at Bethlehem at 6:15 P. M., and arrive in Philadelphia at 8:40 P. M.
From Doylestown at 8:25 A. M., 5:10 P. M., and 7:40 P. M.
From Eansdate at 7:30 A. M.
From Eansdate at 7:30 A. M.
From Fort Washington at 11:50 A. M. and 8:05 P. M.
ON SUNDAYS.
Philadelphia for Bethlehem at 2:30 A. M.
Philadelphia for Doylestown at 2:45 P. M.
Doylestown to Philadelphia at 7:20 A. M.
Bethlehem to Philadelphia at 7:20 P. M.
Bethlehem to Philadelphia at 4:30 P. M.
Tith and Sixth Streets Passenger cars convey passengers to and from the new depot.
White cars of Second and Third Streets line and Union line ran within a short distance of the Depot.
Tickets must be procured at the Ticket Office in order to secure the lowest rates of fare.

ELLIS CLARK, Agent.
Tickets sold and Baggage checked through to principal points at Mann's North Pennsylvania Baggage Express Office,
118
No. 105 S. Fifth street.

DHILADELPHIA, WILMINGTON AND BALTIMORE RALLNOAD.
TIME TABLE.
Commencing Monday, September 30, 1867. Trains will leave Depot, corner BROAD Street and WASHINGTON Avenue, as follows:—
Way Mail Train at 830 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting with Delaware Railroad at Wilmington for Crisfield and intermediate stations.
Express Train at 12 M. (Sundays excepted), for Baltimore and Washington.
Express Train at 12 M. (Sundays excepted) for Baltimore and Washington.
Thuriove, Linwood, Claymont, Wilmington, Newport, Stanton, Newars, Eikton, Northeast, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's, and Stemmer's Run.
Night Express at 11:00 P. M. (daily) for Baltimore and Washington, Connects at Wilmington (Saturgays excepted) with Delaware Railroad Line, stopping at Newcastle, Middletown, Clayton, Dover, Harrington, Seatord, Sallsbury, Princess Anne, and connecting at Cristicid with Boat for Fortress Monroe, Norfolk, Portsmouth, and the South.
Passengers for Fortress Monroe and Norfolk, via Baltimore, will take the 11:00 P. M. Train.
Wilmington.
Leave Philadelphia at 1:30, 4:20, 6:00, and 1:20 (dally)

Wilmington.

Leave Philadelphia at 1:30, 4:30, 6:00, and 1::30 (daily)

P. M. The 4:30 P. M. Train connects with Delaware
Railroad for Milford and intermediate stations. The
6:00 P. M. Train roms to New Castle.

Leave Wilmington at 7 and 8 A. M., 4:00 and 8:30

daily) P. M. Train roms to Train to Tr Leave Wilmington at 7 and a A. L. Leave Wilmington at 7 and a A. L. Leave Mallimore 725 A. M. Way Mail: 945 A. M., Express; 215 P. M., Express; 635 P.M., Express; 835 P. M., Express; 835

Express; 215 P. M., Express; 635 P.M., Express; 839 P. M., Express, SUNDAY TRAIN FROM BALTIMORE.

Leaves Baltimore at 835 P. M. stopping at Havrede-Grace, Perryville, and Wilmington. Also stops at Northeast, Ekton, and Newark, to take passengers for Fhilade phia and leave passengers from Washington or Baltimore, and at Chester to leave passengers from Washington or Baltimore.

Through Tickets to all points West, South, and from Washington or Baltimore.

Through Tickets to all points West, South, and Southwest may be procured at the Ticket Office, No. 5:3 CHESNUT street, under the Continental Hotel, where, also, state-rooms and berths in sleeping-cars can be secured during the day. Persons purchasing tickets at this office can have their baggage checked at their residence by the Union Transfer Company, 4 84

H. F. KENNEY, Superintendent.

Florence.
At 6 and 10 A. M., 1, 3:30, 5, 6, and 11:30 P. M., for Edgewater, Riverside, Riverton, and Pathyra.
At 6 and 10 A. M., 1, 5:30, 6, and 11:30 P. M., for Fish The 1 and 11:30 P. M. Lines leave from Market Street Ferry, upper side. LINES FROM KENSINGTON DEPOT

Will leave as follows:

At II A. M., 420 P. M., and 12 P. M. (night), via Kensington and Jersey City, New York Express Lines. Ats 10:18 and 11 A. M., 230, 230, 430, 5, and 12 P. M., Trenton and Bristol.
At 8 and 10:12 A. M., 230, 5, and 12 P. M., for Morris-lie and Tallytown.
At 8 and 10:1 A. M., 230, 430, 5, and 12 P. M., for benck's

Schenck's.
At 10:16 A. M., 230, and 5 P. M., for Eddington.
At 7:30 and 10:15 A. M., 2:30, 4. 5, 6, and 12 P. M., for
Cornwell's. Terresdate. Holmesburg. Tacony. Wissinor Holmesburg and Intermediate stations.
BELVIDERE DELAWARE RAILROAD, LINES,
From Kensington Depot.
At s A. M. for Ningars Falls. Buffalo, Dunkirk.,
Canandalgua, Elmira. Ithacs. Owego. Roccester.,
Blaghamton. Oswego. Syraduse. Great Bend, Montrone, Wilkesburre, Scranton, Strondaburg, Water
Gab, etc., etc. ap, etc., etc. At 8 A. M. and 3-36 P. M., for Belvidere, Easton, ambertylle, Flemington, etc. amberiville, Flemington, etc.
The 3-20 P. M. Line connects direct with the Train eaving Easton for Mauch Chank, Allentown, Bethle-At 5 P. M. for Lambertville and intermediate sta-

One.
Lines from West Philadelphia Depot, via Connecting Enliway, will leave as follows:

At 9-60 A. M., and 170 and 6-20 P. M., Washington and New York Express Lines, via Jersey City. Fare, The s A. M. and cat P. M. Lines will run daily. All thers, Sundays excepted. October 28, 1897. W.M. H. GATZMER, Agent.

October 28, 1867. W.M. H. GATZMER, Agent,

DHILADELPHIA, GERMANTOWN, AND
NORRISTOWN RAILROAD, TIME TABLE,
FOR GERMANTOWN,
Leave Philadelphia 6.7, 8, 806, 18, 11, 12 A. M., 1, 2, 104, 204, 4, 5, 524, 676, 7, 8, 5, 16, 11, 12 P. M.
Leave Germantown 6.7, 7, 5, 8, 820, 8 10, 11, 12 A. M., 1, 2, 4, 41, 6, 61, 7, 8, 9, 10, 11 P. M.
The 826 Bown Train, and 37, and 37, Up Trains will not stop on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia 9.1 A. M. 2, 7, 164, P. M.
Leave Germantown 81 A. M. 1, 6, 94 P. M.
CHENNUT HILL RAILROAD.
Leave Chesnut Hill 710, 8, 946, and 11 P. M.
Leave Chesnut Hill 710, 8, 946, and 11 P. M.
Leave Chesnut Hill 710, 8, 946, and 11 P. M.
Leave Chesnut Hill 710 A. M. 1240, 540, and 828
P. M.
Leave Chesnut Hill 710 A. M. 1240, 540, and 828
P. M.
Leave Philadelphia 6, 71, 10, and 1103 A. M. 154, 3, 44, 58, 80, 800, and 1111 A. M. 154, 3, 44, 58, 80, 800, and 1111 A. M. 154, 3, 44, 58, 80, 800, and 1111 A. M. 154, 3, 44, 58, 80, 800, and 1111 A. M. 154, 3, 44, 58, 80, 800, and 1111 A. M. 154, 3, 44, 58, 800, and 1111 A. M. 1154, 3, 44, 58, 800, and 1114 A. M. 1154, 3, 44, 58, 800, and 1114 A. M. 1154, 3, 44, 58, 800, and 1114 P. M.

Leave Philadelphia 6, 7), 9, and 11 05 A. M. 154, 8, 184, 505, 805, 800, and 11 5 P. M. Leave Norristown 340, 7, 750, 9, and 11 A. M. 114, 8, 6), 6), and 8), F. M. ON BUNDAYS.

ON SUNDAYS.

Leave Philadelphia 0 A. M., 220 and 7 15 P. M.

Leave Norristown 7 A. M., 5 20 and 5 P. M.

FOR MANAYUNK.

Leave Philadelphia 6, 75, 5, and 1105 A. M., 126, 3, 65, 85, 85, 81, and 115 P. M.

Leave Manayunk 6 10, 75, 820, 916, and 10)6 A. M., 2, 15, 5, 65, 8, and 10), P. M. Leave Manayunk 8:10, 7%, 8:20, 2%, and 10), A. M., 20; 5, 6%, 8, and 10% P. M.

ON BUNDAYS.

Leave Philadelphia 2 A. M., 2% and 7% P. M.

Leave Manayunk 7% A. M., 6 and 9% P. M.

W. S. WILSON, General Superintendent,

1.15 Depot. NINTH and GREEN Streets.

## RAILROAD LINES.

RAILROAD LINES.

WEST CHESTER AND PHILADELPHIA

W.NTER ARRANGEMENT.

On and after MONDAY, October 7, 1887, Trains will
leave Depot, THIBTY-FIRST and CHESNUT Bircots.

Leave Philadelphia, as follows.

Leave Philadelphia for West Chester, at v. A. M.,
11-30 P. M., 7-30 P. M., 4-30 P. M., 5-5 P. M., and
11-30 P. M.

Leave West Chester for Phitadelphia, from Depo.
on East Market street, at 8-25 A. M., 7-35 A. M., and
leave West Chester at 8-25 A. M., 7-35 A. M., and
Trains leaving West Chester at 8-56 P. M.

Trains leaving West Chester at 8-56 A. M., and leaving Philadelphia at 4-56 P. M., will stop at R. C. Juncuon and Media only.

Passengers to or from stations between West Chester and R. C. Junction going east, will take train
leaving West Chester at 7-15 A. M., and going west
will take train leaving Philadelphia at 4-56 P. M., and
transfer at R. C. Junction.

The Chesnut and Wainut Street cars connect with
all of the above trains, carrying passengers down
Chesnut street, past the principal notels and the Camden and Amboy RR. office, at Wainut street wharf,
passing out Wainut street to the depot.

The Market Street cars will be in waiting, as usund,
at Thirty-Sirts and Market streets, on the arrival of
each train, to convey passengers into the city; and
for lines leaving the Depot take the cars on Market
street, the last car connecting with each train leaving
Front and Market streets thirty minutes previous to
departure.

Leave Philadelphia at 5-30 A. M. and 2 P. M.

Front and Market streets thirty minutes previous to departure.

ON SUNDAYS.

Leave Philadelphin at 8'80 A. M. and 4 P. M.

Leave West Chester at 7'85 A. M. and 4 P. M.

The care on Market street will connect with all Sunday trains, both ways, as assual, leaving Front and Market streets thirty-five minutes before the train leaves Depot, and will leave Depot on arrival of each train, to carry passengers into the city.

Trains leaving Philadelphia at 7'45 A. M. and 4'50 P. M., and leaving West Chester at 8'00 A. M. and 4'60 P. M., connect at B. C. Junction with trains on P. and R. C. R. It., for Oxford and intermediate points.

Fassengers are allowed to take wearing appared only, as baggage, and the Company will not in any case be responsible for an amount exceeding one hundred Gollars, unless a special contract is made for the same.

HENRY WOOD,

4 125 General Superintendent.

General Superintendent.

DHILADELPHIA AND BALTIMORE CENS.

TRAL RAILROAD.—Summer Arrangemental.

On Bod after SATURDAY, June 1, 1867, Trains will leave Philadelphia, from the Depot of the West Cheater and Philadelphia Railroad, corner of THIETY-FIRST and OHESNOT Streets (West Philadelphia), at 7:15 A. M. and 4:50 P M.

Leave Rising Sun at 5:15 and Oxford at 6:06 A. M., and leave Oxford at 5:25 P. M.

A Market Train, with Passenger Car attached, will run on Tuesdays and Fridays, leaving the Rising Sun at 1:15 A. M., Oxford at 12:06 M., and Kennett at 1:06 P. M., connecting at West Cheuter Junction with a Train for Philadelphia. On Wednesdays and Saturdays trains leave Philadelphia at 7:26 P. M., runs days trains leave Philadelphia at 7:26 P. M., runs days trains of the Carlotton, in Lancaster county. Returning, leaves Peach Bottom, in Lancaster county. Returning, leaves Peach Bottom to connect at Oxford with the Alissence of Train leaving Philadelphia at 4:50 P. M. runs to Rising Sun, Md.

Passengers allowed to take wearing apparel only, as baggage, and the Company will not in any case be responsible for an amount exceeding one hundred dollars, unless a special contract be made for the same, 5 112

HENRY WOOD General Sup't.

WEST JERSEY RAILROAD LINES, PROM foot of MARKET Street (Upper Ferry), Commencing TUKSDAY, September 17, 1857.
For Bridgeton, Easen Vineland, Millville, and intermediate stations, 850 A. M., and 350 P. M.
For Cape May 850 P. M.
For Woodbury at 850 A. M., and 350 and 650 P. M.
Freight Train leaves Camden at 12 M. (noon) daily.
Freight will be received at Second Covered Wharf below Walnut street, from 750 A. M. until 550 P. M.
Freight received before 950 A. M. will go forward the same day.

ame day, Freight Delivery, No. 228 S. DELAWARE Avenue, 7 2 L WILLIAM J. SEWELL, Superintendent. CAMDEN AND BURLINGTON COUNTY
RAILROAD,—On and after MONDAY, October
21, 1867, trains will leave from root of MARRET Street
(upper ferry), for Merchantville, Moorestown, Hartford, Masonville, Haineaport, Mount Hoily, Smithville, Evansville, Vincentown, Birmingham, and
Pemberton, at 10:30 A. M. and 4:30 P. M.

Leave Pemberton at 7:55 A. M. and 2:05 P. M.

"Mt. Hoily "8:17" "2:27"

"Mt. Hoily "8:17" "2:52"

"Moorestown" 8:42 " 2:52"

[O. SAILER, Superintendent.

LUMBER. 1867.—SELECT WHITE PINE BOARDS

AND PLANK,
44, 54, 64, 2, 2%, 3, and 4 inch
choice Panel And ist common, is sections.
45, 54, 64, 2, 2%, 3, and 4 inch
white Pine, Panel, Pattern Plank,
Large and Superior Stock on Hand,

LARGE AND SUPERIOR STOCK ON HAND,

1867. BUILDING!

LUMBER! LUMBER! LUMBER!

4- CAROLINA FLOORING,

5- CAROLINA FLOORING,

5- DELAWARE FLOORING,

6- DELAWARE FLOORING,

WHITE PINE PLOORING,

WHITE PINE PLOORING,

WALNUT FLOORING,

SPRUCE FLOORING,

STEP BOARDS,

RAIL PLANK,

PLASTERING LATH.

1867. CEDAR AND CYPRESS 1867. WALNUT BOARDS. LARGE STOCK-SEASONED.

1867. LUMBER FOR UNDERTAKERS RED CEDAR, WALNUT, AND PINE 1867. ALBANY LUMBER OF ALL KINDS.
SEASONED WALNUT.
DRY POPLAR, CHERRY, AND ABH.
OAK PLANK AND BOARDS.
MAHOGANY.
ROSEWOOD, AND WALNUT VENERS.

1867. CIGAR-BOX MANUFACTURERS. SPANISH CEDAR BOX BOARDS. 1867.—SPRUCE JOIST! SPRUCE JOIST FROM 14 TO 22 FEET LONG.
SUPERIOR NORWAY SCANTLING.
MAULE, BROTHER & CO.,
17pt No. 2500 SOUTH STREET.

U. S. BUILDERS' MILL. 808, 24, 26, AND 28 S. PIFTEENTH ST.,

ESLER & BRO., Proprietors. Always on band, made of the Best Seasoned Lumber at low prices, WOOD he ULDINGS, BRACKETS, BALUSTERS, AND NEW LLB. Newels, Balusters, Bracket and Wood Mondings. WOOD MOULDINGS, BRACKETS, BALUSTERS

Walnut and Ash Hand Railing, 8, 8%, and 4 inches.

BUTTERNUT, CHESNUT, and WALNUT
MOULDINGS to order. C. PERKINS, . LUMBER MERCHART,

AND NEWELS.

NO. 324 CHRISTIAN STREET. Constantly on hand a large and varied amortment of Building Lumber.

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Successor to R.; Clark, Jr.,

The crisis is passed. The hour has come to lift the ell of secresy which has hitherto enveloped the inner story of the great civil war, and this is done by offers g to the public General L. C. Baker's "HISTORY OF THE SECRET SERVICE." For thrilling interest this book transcends all the romances of a thomsandyears, and conclusively proves that "truth is stranger than fection."

Agents are clearing from \$200 to \$300 per month; which we can prove to any doubting applicant. A few more can obtain agencies in territory yet anocompied. Address

F. GARBETT & CO.,

NO. 708 CHESNUT STREET, PHILADELPHIA:

PAPER HANGINGS, ETC. PAPER HANGINGS. NEW ESTABLISHMENT.

E. CORNER OF TENTH AND WALNUT. J. O. FINN & SONS

Have opened with an extensive assortment of DECO: BATIVE and PLAIN WALL PAPERS, embrading every quality to suit all tastes. \$14 5m\*

GARDNER & FLEMING. COACH MAKERS; SO. 314 SOUTH PIPTH STREET, New and Second-hand Carriages for sale. Pag tioniar attention paid to repairing Woos